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If you'd like to see the statistical record of performance of the Atlas Diesel powered "Benjamin C" write National's Engine Division at Springfield or call the nearest sales and service office. Be sure to ask for bulletins on Superior and Atlas Marine Diesels.

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PACIFIC FISHERMAN

A Miller Freeman Publication

. 50 No. 8

JULY, 1952

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al subscription $3.00 per year in U. S. and Canada, $4.00 for countries.

Great Copper River Run Declines in Mid-June

Steady decline in the Copper River Sockeye run was reported at presstime of this issue, and operators generally believed that the pack was up. Deliveries at that time were running less than 10% those of the peak of production.

Full figures on the Copper River pack were not available at presstime, but it was evident that the volume was larger than in any year since 1934, and possibly for a much longer period.

Pack of this single area of course is but a very small factor in the salmon production of the territory as a whole; and historically its pack pattern is definitely individual and not indicative of what may be expected from the over-all salmon fishery of Alaska.

Cook Inlet Fishing Extended

Fifty percent increase in Cook Inlet gillnet fishing was permitted in June by the Fish and Wildlife Service, which justified its action on the ground that the amount of gear working the Inlet this season is less than had been expected. The mid-week closure from Thursday morning to Friday morning was cancelled.

Trawl Settlement Releases Columbia's Dragger Fleet

Trawl fishing out of the Columbia River was resumed June 10 with an agreement upon prices between packers and boat owners, with approval by the fishermen's union. Fishing had hung-up for 41 days.

Heavy production for packaging is anticipated during the early summer period. Prices in the settlement: petrale, 8½c; English sole, 7c; Dover sole, 6c; rockfish, perch, rex sole and flounders, 5c.

Bristol Bay Ice Damage

Ice break-up in the Bristol Bay estuaries this spring did considerable damage to shore installations, according to early word from Westward. Reports indicated particularly severe damage on the Nushagak, with both the Bristol Bay Packing Co. and Pacific American Fisheries plants at Dillingham losing substantial portions of their docks.

Vacancy on Sockeye Board

A vacancy in the Canadian half of the International Pacific Salmon Fisheries Commission was left in June by the death of Olof Hanson, member of the commission since 1948.

THE COVER PHOTO

The spectacular photograph on our cover shows a California tuna seiner fleeting her net as she loads it for sea. Details of the net are well shown. A big tuna net will cost close to $50,000.

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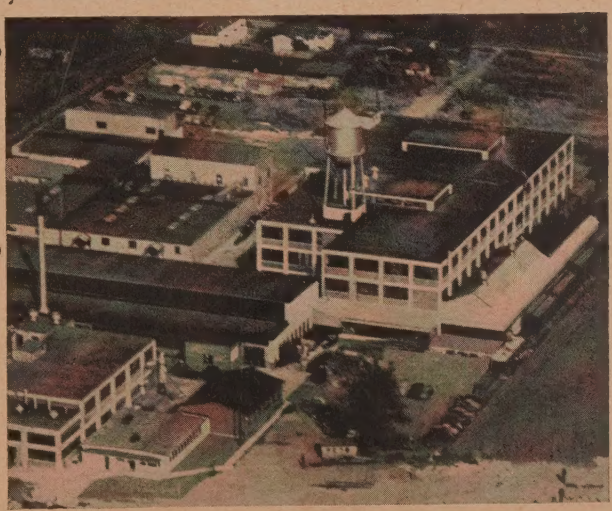

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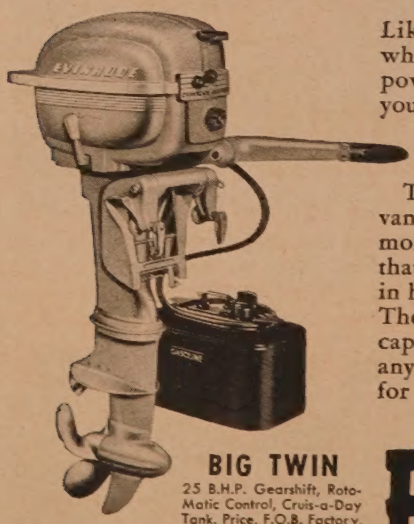

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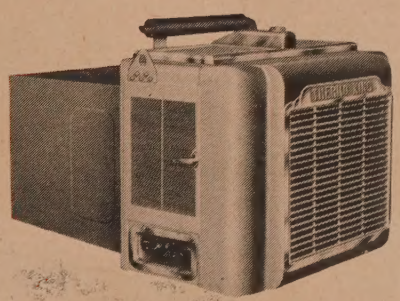

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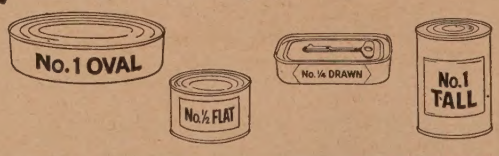

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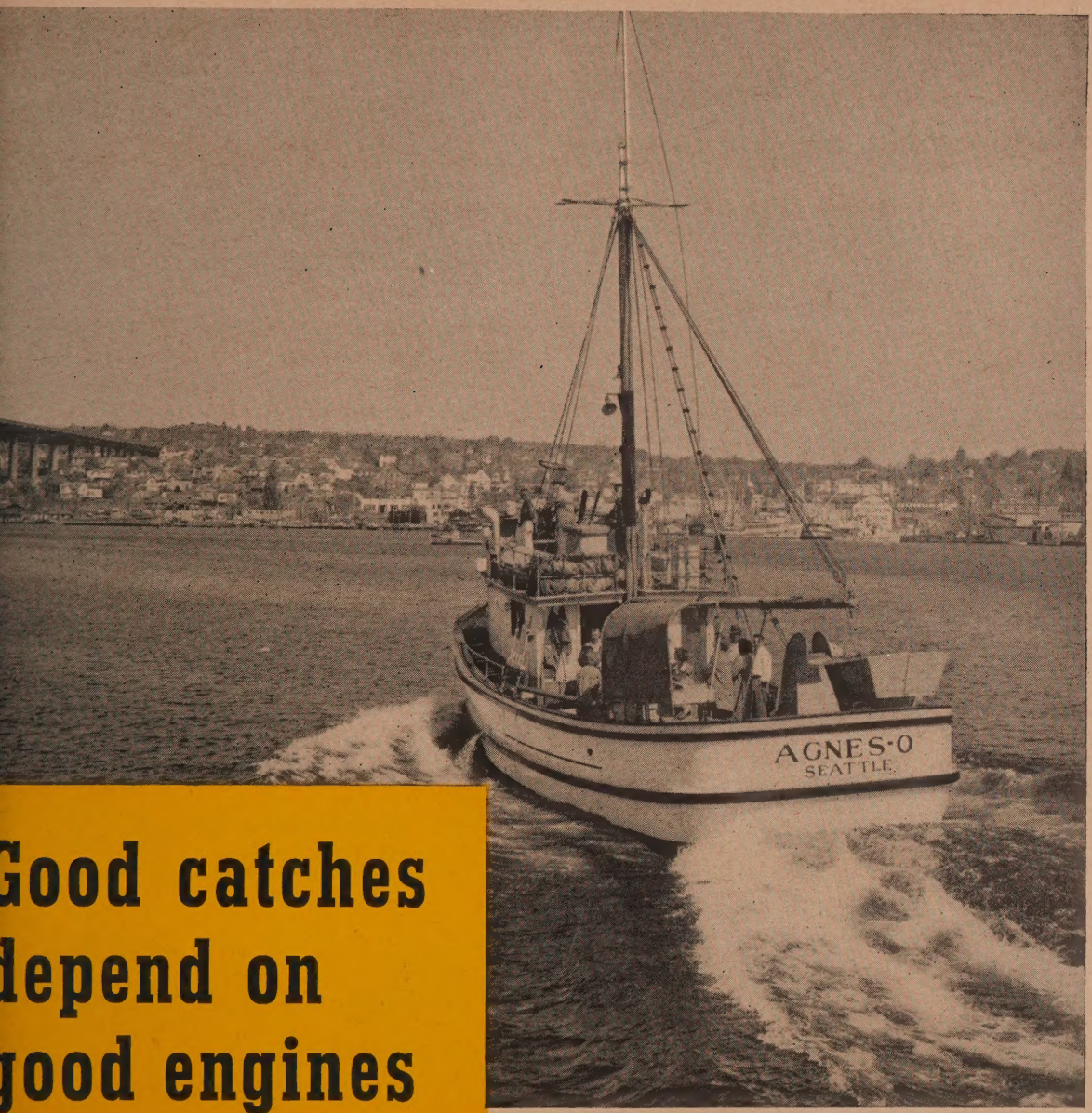

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ar Olson, captain and owner of the *Agnes-O,* out of Seattle, says: "Because of the dependa- power and speed of other 'Cat' Marine Engines, ght our 'Caterpillar' Diesel."

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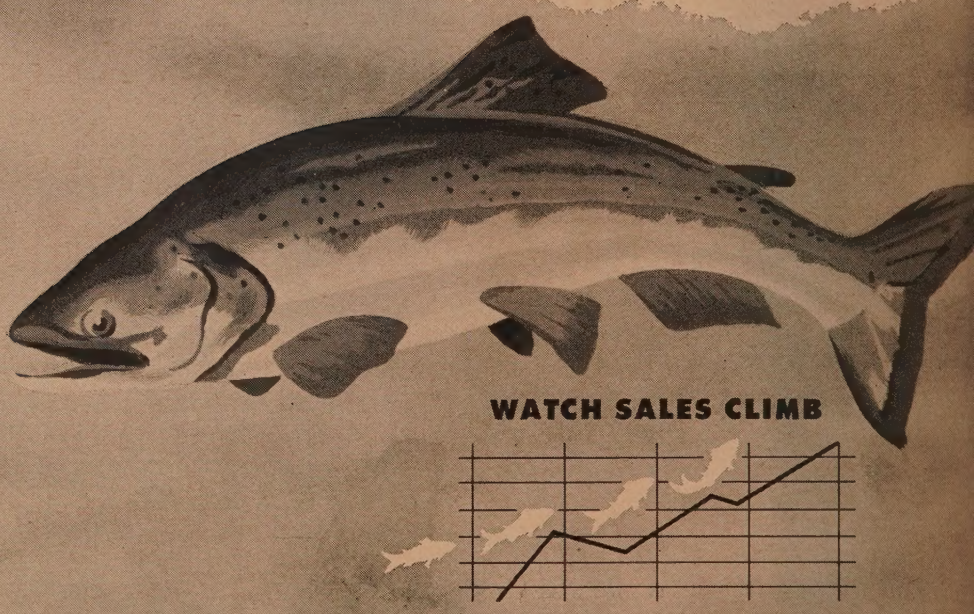

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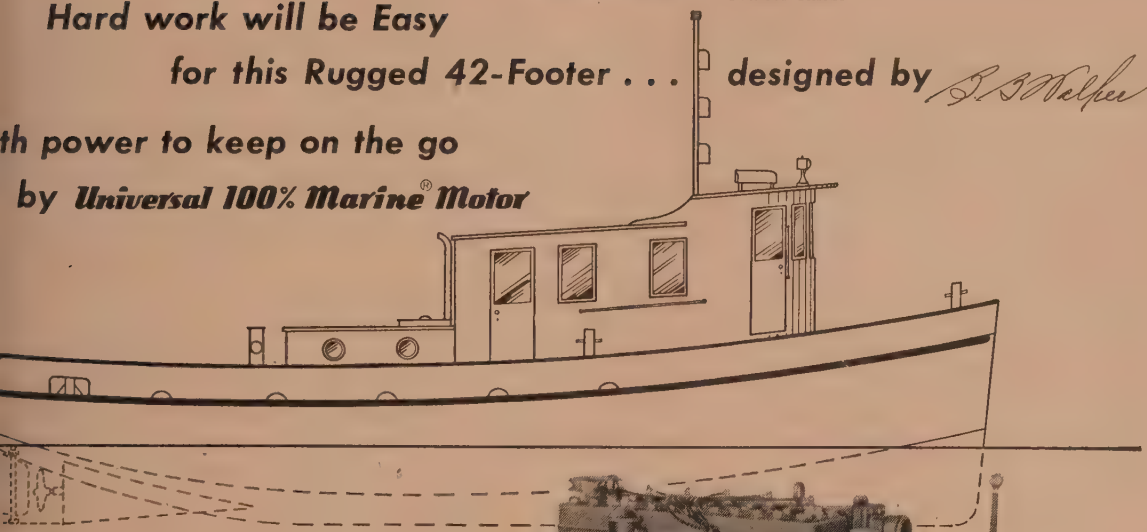

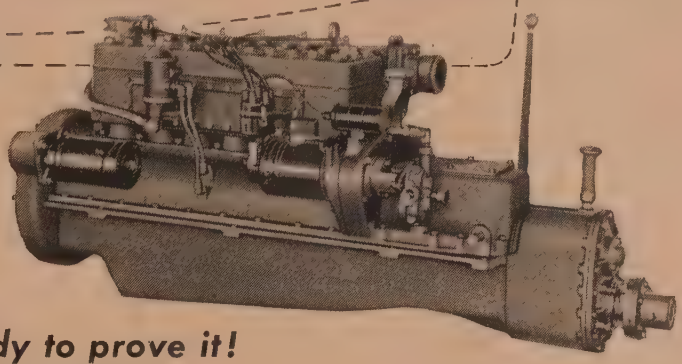

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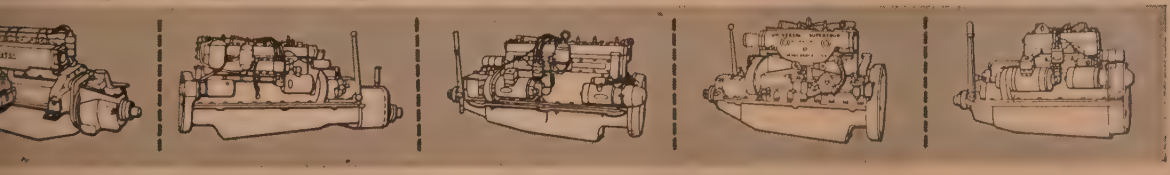

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"It formerly took over an hour to make a haul of a purse seine by hand. With the aid of the gasoline engine and winch . . . it is accomplished in less than half the time . . . "

—Chasing Sockeye Salmon in Power Boats, PACIFIC FISHERMAN, Aug. 1906

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—PACIFIC SALMON FISHERIES, John N. Cobb, 1921

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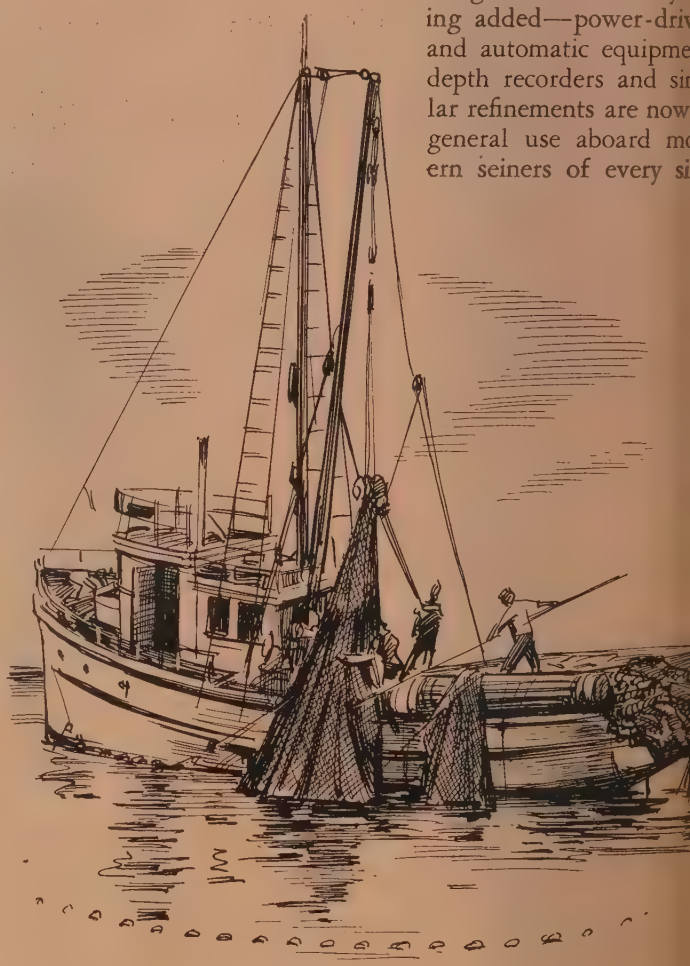
Today's salmon seiners range from 35 to 70 feet in length a up to $75,000 in value. Larger seiners, ranging from 70 to feet are employed for sardine, tuna and herring fishing. Ma of these larger vessels are now refrigerated. Gold Medal n and Plymouth cordage are standard today, as they have be for generations. But som thing new is constantly ing added—power-driv and automatic equipme depth recorders and sim lar refinements are now general use aboard mo ern seiners of every si



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PACIFIC FISHERMAN JULY 1952

VAR OF NERVES"

Waged as Salmon Unions Jockey For Dominance on Bristol Bay

a's salmon industry, and all end upon it, got a new un- ing of the meaning of the War of Nerves" during the receding the opening of the mon season on Bristol Bay. esstime the contestants were grips.

eadlocked struggle resolved it- a fight between unions for ce on Bristol Bay—while the canning industry sought to peaceful arrangement with ons.

was this necessary? Why risdiction on Bristol Bay not en settled last year, when it ame an issue?

se the regional officers of the Labor Relations Board, vac- now *this* way and now *that* as ght to satisfy both unions and leaders, decided last summer isions as to jurisdiction on would be deferred until mid- 1952. This guaranteed another conflict—and that is what it's

Price Accepted ing Sea Union

break in the long stalemate st before the end of May, ne Bering Sea Fishermen's composed of resident fisher- reed with the Alaska Salmon on 44c each for Red salmon vith power boats and 46c for ken with sail boats or setnets. 1 price was 40c.

pout that time the Sailors' f the Pacific called a marine ut later withdrew its pickets veral vessels of the Alaska ip Co. at the request of the Sea Fishermen's Union.

The Alaska Fishermen's Union, which is struggling with the Bering Sea Fishermen's Union for jurisdiction over the Bristol Bay fisheries, released a number of categories of workers for Bristol Bay, although it had not agreed to accept the price scale agreed to by the Bering Sea union.

A.F.U. "Hangs Tough"

The freezerships were offering the same prices as the shore canneries, but there were several points in connection with the floating plants to be ironed out.

Even after prices for the Peninsula, Chignik and Cook Inlet had been agreed to, the Alaska Fishermen's Union "hung-tough," effectively preventing the dispatch of steamers, gillnet boats, freezerships, supplies and personnel — as operators generally were not willing to risk committing themselves to dispatch their freight without an agreement.

In the meantime, the regional office of the Labor Relations Board, whose fumbling was responsible for the whole mess, was talking about an election to be held on the Bay the first week in July. Obviously, if the Alaska Fishermen's Union members weren't there, they wouldn't be able to vote.

Health-and-Welfare Accepted

The Alaska Salmon Industry generally accepted the new health-and-welfare program insisted upon by the Alaska Fishermen's Union throughout its negotiations. This protection, placed through a private company at a cost of $43.44 for each employee covered, gives $1,000 life insurance and hospitalization and professional fees, and is in effect for a year.

Fish prices for the Peninsula were agreed upon as follows: Reds, 80c; Chums, 40c; Pinks, 25c; Kings, $2.34; Silvers, 68c.

Cook Inlet prices accepted are: Kings, $4; Reds, $1.25; Silvers, 93.5c; Chums, 41.5c; Pinks, 30c.

Copper River Sockeye Pack Surprisingly Good

Surprisingly good production of Sockeyes on the Copper River opened the 1952 Alaska salmon packing season with a bright note—but that may not mean any more in the season as a whole than the first notes of the trumpets do in a 47-minute symphony.

By presstime it was certain that the pack of Copper River Sockeyes would be the best in many years—and this was a complete surprise. So little was thought of the prospects this season that the principal packers of that area consolidated their operations in a single cannery—that of Halferty Canneries, Inc.

When the season was well begun and the run good beyond all expecta-

tions, operators flew key people north and got the H. M. Parks Co. cannery on stream. Operations of the New England Fish Co. were consolidated with those of the Parks and Halferty companies.

The volume of fish, with only one cannery working, early forced a switch to tall cans from the halves in which it had been planned to put up most of the pack.

A substantial parcel of this fish—approximately 60,000 full cases—came down to Seattle at the end of the first week in June. When there would be more delivered was entirely uncertain at presstime, due to the shipping strike.

One of the owners is known to have offered the goods at $30 for talls and $18.50 for halves, guaranteed against own decline for 30 days. Another principal declined to name a price until the goods were received, unloaded and inspected.

When it became apparent that the Copper River run was far above expectations, and that the amount of gear working on it was much less than in the past two years, the Fish and Wildlife Service acceded to the request of the industry and relaxed the mid-week special closure which was applied last year because of the excessive amount of gear then in the water.

This year it is reported that the number of gillnet boats fishing the Copper River run was 160 less than in 1951.

The volume of Copper River Chinooks in the pack this spring was small, due largely to the fact that the first two weeks of the season was lost as result of price disagreement. It is during this period that the Chinook run usually is available to the fishery. On the basis of the first shipments it appeared that the Chinooks did not constitute more than possibly 4% of the Copper River production to presstime.

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
WASHINGTON 25, D. C.

June 3, 1952

Pacific Fisherman,
Seattle, Wash.
Gentlemen:

I am glad to have your letter of May 9, calling attentio to the heavy concentration of highly effective fishing ge expected in the Bristol Bay this season, because it gives m an opportunity to tell you what precautions the Departme has taken to assure that there will be an adequate escap ment of salmon to the spawning streams tributary to Brist Bay.

Provision has been made by regulation for advance regi tration of all fishing boats in each district of Bristol Bay, an re-registration of such boats prior to operation in any oth district of the Bristol Bay area. Provision is made also for r porting by all operators of the number of boats and ne from which fish are received daily, and the total catch of ea species by type of gear. With this information field represent tives of the Fish and Wildlife Service will be currently i formed as to the fishing effort in each district of the area, an the number of salmon being taken.

The Alaska fishery regulations limit fishing in Bristol Ba to eighty-four hours each week. In other words, the statuto weekly closed period of thirty-six hours has been extended a total of eighty-four hours. Not only is fishing limited 50 per cent of the time during the season, but the close periods have been spaced to provide one thirty-six hour an two twenty-four hour closures each week. This has been don to assure an escapement from each of the several races com prising the Bristol Bay runs.

The Department is fully aware of its responsibility for th conservation of the red salmon runs in Bristol Bay as well a the runs of salmon elsewhere in Alaska. With the safeguard which have been established, however, I feel certain th there will be full compliance with the requirement of th Alaska Fishery Law that there be a 50 per cent escapement the Bristol Bay area in 1952.

Sincerely yours,
(Sgd.) OSCAR L. CHAPMAN
Secretary of the Interior

U.S. Observer on Japanese Salmon Craft on Bering Sea

Under an understanding reached between Japan and the United States prior to the ratification of the North Pacific treaty, Japan has sent three fleets of salmon fishing boats into the Bering Sea north and east of Kiska. The three motherships, *Tenyo Maru No. 3* (3,689 tons), *Shinko Maru No. 1* (521 tons), and *Tenryu Maru* (557 tons), and their 50 catching boats will be in the Bering Sea until about July 20. Two Japanese research vessels are also doing exploratory fishing in the region.

To obtain firsthand information on the operation of the fleet, the Coast Guard transferred a Fish and Wildlife Service biologist, Francis Masateru Fukuhara, aboard the *Tenyo Maru* on June 6. He will remain with the fleet for the duration of their activities in this area. Mr. Fukuhara was born in Seattle, attended elementary and high schools there and Lords College in Dubuque, Iowa. He is a veteran and was selected for U. S. Army Military Intelligence School, and served with the Military Government in Kumamoto Prefecture in Following his military career rolled in the University of W ton School of Fisheries, wher in his final year.

Clinton E. Atkinson, chief, Coast Salmon Investigations U. S. Fish and Wildlife Servi vises that Mr. Fukuhara's o tions while aboard the *Tenyo* will include collecting informa position and range of the fleet of gear used, kinds and num fish taken, methods of processi related biological data on the s He will look for differences appearance of salmon as evide tinguishing those native to Sib to Alaska. In addition, he wi a program which will determi extent of mixing, if any, o stocks.

ozen Tuna Imports Constituting % of California Canneries' Supply

ıern California tuna plants re-14,539 tons in May and packed cases. Los Angeles-Long canneries handled 12,240 tons, 553,954 cases; San Diego, ons, 84,030 cases. Of the total, ons were frozen imports from and Peru, or 18% of the gross. ive months the combined fish-ets of clippers and seiners, deficit in the catch. In 1950, tons were flumed; in 1951, 51,-nd this year, 42,002 tons. In vords, the sub-normal fishing ons against which the fleets ruggled since the year started, ut the fleet 25% below 1950; low 1951.

while raw imports have sensationally, from 1,882 tons -to 6,202 tons in '51—and to ons for five months in '52, or bove 1950!

canned product was naturally too: 2,455,305 cases in 1950; 6 in 1951; and 2,093,062 cases —figures for five months.

Southern California fleets were operation as summer began. were 127 hook-and-liners at sea on June 1, with a potential of 12,000 tons; purse seiners were also operating, and the Albacore season was due to start in June.

While the tuna clippers had been experiencing severe losses due to long trips and broken fares, conditions showed signs of becoming normal again in early June. If this proved correct, thousands of tons would pour into the canneries during the summer and early fall months, particularly if it proves a good Albacore season.

Fishermen and vessel owners continued to look at the rapidly-rising raw imports with alarm; it could mean the difference between salvaging the year and possibly showing a profit, or facing another disastrous lay-up period. They were not comforted by reports from Japan and Peru that large quantities of frozen tuna were becoming available for export.

Even though the Japanese government has placed a quota of 12,000 tons of raw exports, this did not take effect until April 1, and runs until March 31, 1953. Meanwhile, the situation as to potential imports of raw tuna from South America, was sharpfocussed by a report an independent producer alone had contracted to send 1,000 tons of raw fish to Northern California canneries.

Things were looking more favorable for cannery workers at San Diego last month. On June 6, Van Camp Sea Food Company announced it was reopening its huge San Diego tuna plant, beginning with small production, but increasing as conditions warranted.

For the great Albacore fleet of small boats, things looked favorable, too. It appeared the packers would be interested in buying all their Longfin catches, at least for the first part of the season. Opening price was not disclosed by anyone, but there was a lot of talk about $400 per ton.

Already, by late May a couple or more stray Albacore had been caught, notably off Oceanside, and one or more in Mexican waters. Few northern boats were in Southern California in early June, but it was known, should a big run occur and packers would buy the fish at a reasonable price, hundreds would probably come hurrying down.

Mackerel Pack s Sharp Up-Turn

relief of both fishermen and , the mackerel situation im- considerably in May, with ons delivered to plants in Los s, Long Beach and at New-each. The gross pack was 52,-es.

May ended, quite a run devel-n Port Hueneme and Santa a, and hundreds of tons, mostly ackerel were trucked to South-lifornia canneries.

such a shortage of raw fish nce the year began, demand turally brisk and prices firm. — of which there was very deed—was quoted at $8.00, 48, ack at a firm $7.25.

ne Pack Omitted

Blaine Canning Co., Blaine, whose 1951 production was nately omitted from the last ok, made a salmon pack of cases (48 halves), or 5,094 "full By species, "as they run," k included 4,073 cases of Sock-5,015 Pinks; 832 Cohoes, and ums.

Blaine Canning Co. is owned erated by Philip S. Cook.

Dean Acheson's Curse and The Fate of the Tuna Tariff

Ultimate effect of the Administration's opposition to the 3c emergency tariff on frozen tuna, as expressed by the Secretary of State in mid-May, was still uncertain at press-time.

There were well-informed persons who felt certain that Acheson's opposition was a death sentence for the relief measure and that it might not even be voted upon by the Senate at this session.

On the other hand, the Department of the Interior, speaking through A. M. Day, director of the Fish and Wildlife Service, reaffirmed its rather lukewarm support of the bill.

However, observers generally felt that State and Acheson came a lot nearer to reflecting White House policy than did Interior and Day.

The tuna tariff came close to being on the senate floor June 2—but under unfavorable circumstances. Majority Leader McFarland asked unanimous consent to bring the tuna tariff bill up for vote with debate limited to five minutes.

Senator George, chairman of the Finance committee which recommended the bill for passage, objected on the grounds that the bill could not be considered properly under the five-minute rule. Evidently feeling that a five-minute rush-act would be certain death, he asked McFarland to assign the bill for hearing. McFarland consented to consider this; and later is said to have told a reporter the bill would be brought on the floor at this session—although he declined to indicate when.

After spending the month of May in Washington, President Sam Crivello, Manager Harold F. Cary and Louis DeFalco, a director, of the American Tunaboat Association; and Don Loker, manager of the High Seas Tuna Packing Co. returned to San Diego. As time continued to drag out without Senate action, Dr. W. M. Chapman, research director of the A.T.A., flew to Washington.

Lane Succeeds Ambrose As Westgate-S.H. Head

W. Wade Ambrose resigned as president of Westgate-Sun Harbor Company, effective June 1, and was succeeded by James B. Lane, vice president and sales director for the "Breast O' Chicken" tuna brand.

Mr. Ambrose, one of the most popular executives in the Pacific coast fishing industry and known from coast to coast, will devote himself to management of the Ambrose Company, which has a number of tuna clipper interests and also manages the Ambrose family affairs.

Mr. Lane became associated with Wade Ambrose after he came out of the navy as a commander following World War II, and was sales manager for the Westgate Sea Products Company, which later merged with Sun Harbor Company. As a sales promotion executive, Mr. Lane has been an outstanding success.

Kenneth J. Berglund has been named executive vice president, charge of finance; W. P. "Bill" Robinson, vice president, charge of operations; Glen D. Martin, treasurer.

Mr. Ambrose has been in the fish-packing business, particularly tuna, since his youth. His late father, Wiley V. Ambrose, was a pioneer in tuna packing. Always very active in industry affairs and activity, Wade is a former president of the California Fish Canners Association and last year acted as convention chairman for the National Fisheries Institute convention in Los Angeles.

James B. Lane, who succeeds W. Wade Ambrose as president of Westgate-Sun Harbor Co.

San Diego Tuna Packing Operations Sh

San Diego will be less one tuna nery when a number of changes been completed, this the result consolidation of Westgate-Sun H Company and California Tuna ning Company.

The huge plant of Westgat Harbor will probably be closed its warehouse facilities leased airplane manufacturer.

Within the next few months "B O' Chicken" tuna will be packe what was originally the Pe Packing Corporation, later m with West Coast Packing Corpor (whose plant at Long Beach ha come unusable because of land ing.)

In what is described as practi a straight transfer of properties West Coast Packing Corporatio moved its operations to the plan merly known as San Diego Pac Company; and later, under Ea Nielsen, William Robinson, and Martin, as the California Tuna ning Company.

Meanwhile, while packing faci at the former West Coast plan being virtually doubled to give cient capacity to care for "Brea Chicken's" national distribution Westgate-Sun Harbor plant will both this brand and Caltuna's Preme."

Canned Salmon Industry Advertising Under Study

Salmon merchandising through industry effort occupied the attention of a number of prominent figures in the business during late spring and early summer and as this issue went to press it was anticipated that a committee would be organized to undertake definite steps toward this end.

Vance Sutter, president of the Association of Pacific Fisheries, called a meeting for June to examine the entire matter, and to authorize further specific studies through committees.

Represented at this meeting were the Association of Pacific Fisheries, Northwest Salmon Canners Association, Puget Sound Salmon Canners Association, and the Columbia River Salmon and Tuna Packers Association.

Somewhat earlier committments were sought from packers for support of a "quickie" promotional campaign, aimed specifically at movement of consigned stocks of Pinks in advance of the arrival of new pack.

It was planned to start this campaign not later than July 1 with a fund derived from a voluntary assessment of 6c per full case on the 1951 pack of participants.

While this undertaking received considerable support, study of the opinions voiced in the course of the canvass led its advocates to feel that the matter of advertising should be studied on a broad basis by a committee representative of all elements.

Accordingly, the committments were returned to their makers and a general advertising meeting called.

Canvass in connection with the proposed early-summer campaign developed some interesting variations of opinion. Some principals were heartily in favor of the suggestion for a pre-new pack sharpshooting of logy markets. A number of companies were committed to brand advertising programs. Others felt that industry advertising should be undertaken, but only on the basis of firm commitments which would assure continuance of an active campaign over a period of years.

Mexican Shrimp Closing Season at Higher Prices

Mexico's Pacific shrimp fishery dragging out to a finish of the 52 season last month. For the m of May there was only around 1, 000 lbs. crossing the internat borders in Arizona and California May 22, 19,233 lbs. had come a fresh; 1,067,235 lbs. frozen.

With shortages building up, pa ularly with the large shrimp, market was firm and prices cons ably higher than at the same time year. May quotations for unde were 88c per lb. for top quality, l pack, brand names; last year price was 65c. The 16-20 count priced, f.o.b. west coast, at against last year's 65c; larger co in proportion.

Japanese Albacore Price

Japanese exporters of frozen A core are reported informing their mer customers in the Pacific No west that the price for first Albacore is $275, fob. Japan.

It is understood that approxima $80 must be added to the ton to arrive at the laid-down price. fish are large and the case pack ton high.

V. Graham, newly-elected president of Libby, McNeill & y, with responsibility for its mon operations and sales.

y Graham Rises to by Vice Presidency

y V. Graham, manager of the n department headquarters of , McNeill & Libby since 1941, ne was elected vice president of ompany and charged with gen- esponsibility for the salmon de- ent operations and sales.

vice president he succeeds Ed- E. Willkie, who resigned to be- president of Pacific American ries, Inc.

Graham has been a leading in American salmon canning number of years. He joined the any as a cannery worker in and has served it since save for l War I duty in the Army Air .

was a cannery superintendent 20; and a district superintendent 37, from which he advanced to gement of the salmon depart- operations in 1941.

Graham has been faithfully e in the affairs of the salmon try, serving it in many capaci- of counsel and responsibility, earning an appreciation which widely expressed in congratula- at his advancement to vice dency of one of America's great packing corporations.

a Industry Campaign eing Outlined

e California Tuna Research dation, with offices in Long h under Director E. L. Morris, ngaged the services of Sills, Inc., go, to plan a program of indus- ales promotion of canned tuna. ries of meetings have recently held by industry leaders who ponsor and finance the program.

E. E. Willkie Will Head Pacific American

Edward E. Willkie became president of Pacific American Fisheries, Inc., in June, after resigning his office as vice president of Libby, McNeill & Libby. He succeeds J. A. (Jack) Green, who had asked that he be relieved of the heavy responsibilities of president because of his health. Mr. Green continues as a director of P.A.F. and becomes chairman of its executive committee, an advisory position.

Other management changes announced by Philip D. Macbride, chairman of the board, included the advancement of Stanley G. Tarrant to executive vice president. He has been vice president in charge of operations. Other officers were re-elected as follows: Howard L. Scott, vice president; H. V. Leverett, secretary-treasurer; and D. L. Fickel, assistant secretary-treasurer.

Thomas F. Gleed, president of the Simpson Logging Co., and formerly president of Seattle-First National Bank; and Volney Richmond Jr., vice president of the Northern Commercial Co., were elected to the board, which includes beside: Mr. Macbride, Mr. Willkie, Mr. Green, Thomas Balmer, George K. Comstock, U. M. Dickey, and E. S. McCord.

Mr. Willkie is well and widely known in the American salmon canning industry. He is 55 and was graduated from the U. S. Naval Academy after attending the University of Indiana. After leaving the Navy, he joined the Libby organization, representing it abroad for several years. In 1939 he was made responsible for its Alaska salmon division, and subsequently became a vice president, while his duties were greatly broadened. He is a brother of the late Wendell Willkie.

In announcing the management changes, Mr. Macbride said: "We are fortunate to obtain the services of Ed Willkie, who combines unusual executive ability and successful experience in the business in which P.A.F. is engaged. We are sorry that Jack Green feels that considerations of health make it advisable for him to resign from the strenuous job he has handled so well for the past several years. He will continue to take a part in the direction of the company's affairs. The additions to the board and the selection of Mr. Willkie are not due to any transfers of stock. The ownership remains substantially unchanged."

Tony Peters, widely known Eureka fisherman, has had his **Jeannette P** up on the ways on Humboldt Bay for a complete spring overhauling.

Mrs. Elizabeth Kaakinen, mother of **Ed Kaakinen,** operator of the Kaakiken Fish Co., Westport, Wash., and the Port Orford Crab Co., Port Orford, Ore., died at Aberdeen this spring at the age of 76.

Edward E. Willkie, who becomes president of Pacific American Fisheries, Inc., succeeding Jack Green, whose health obliged him to request lighter duties as chairman of the executive committee.

Fisheries Research Wins New President's Interest

"A New Concept for Conservation —Not Numbers, but Timing; Not How Many, But How Good," an article reporting on the research presentation of the Fisheries Research Institute at the 1952 Salmon Cutting, brings this journal a letter from Dr. Henry Schmitz, president-elect of the University of Washington, in which he says:

"The summary of Dr. W. F. Thompson's researches on salmon resources is of the greatest interest. The interpretation of his research data to sound practice and existing regulations governing the Alaska salmon fisheries is of even greater interest and significance.

"A modern university has at least a threefold function: instruction, research and public service. The first function is clear, the second relatively so, the third often difficult to fulfill. To me at least it is most encouraging to know that a member of the staff of the University of Washington is conducting researches that have had a profound influence on the maintenance and development of one of the great resources of the Pacific Northwest, and thus permit the University to contribute both directly and indirectly to the economic well being of the state and the region."

Canned Crab Sorted

Crab legs with no body meat included are being packed under a special Pacific Pearl label, Ivar Wendt, Seattle distributor, announced in June; while he is also distributing "Icy Waters" crab body meat.

Another **UNION DIESEL** *Installation*

The **UNION DIESEL ENGINE** *Co.*

2121 DIESEL ST., OAKLAND 6, CALIFORNIA, U.S.A.

CONSTITUTION—

Great 1952 Clipper Worthy of Her Name

stitution was the name finally
n by Capt. Joe S. Rogers for one
e truly great vessels in tuna
r history. The choice wasn't easy
se he wanted a name fitting to
ss his gratitude for all the good
s America had given him since
nigrated many years ago from
tive Azores Islands.
took him nearly two years of
dering and discarding a thousand
s; as long as it took for Camp-
Machine Company, San Diego to
the *Constitution*.
at is the one," he said, when
itution came to him. He knew
ne had a name worthy of a great
, and the expressed opinion of
o inspected her is that she is the
f any of the 230-odd hook-and-
that had preceded her along
Yellowfin Trails" in the past
er century.
stitution is a proud name—and
s a proud vessel—with beauty
ry line of her, dreamed first on
ng boards by Manuel Madruga
Ed G. Bertin, the yard's archi-
The strength of her illustrious
is built into this 150′ hull to
the heaviest "chubasco."

Capt. Joe S. Rogers, pioneer Southern California tunaman, is managing owner of *Constitution*. He is also owner of the 144′ *Navigator*, built for him by Campbells in 1944.

Pride of the builder, who pioneered the tuna clipper back in the early '20s, shows everywhere from bilge to aluminum crow's nest, and in the Campbell Brothers' determination to deliver a "finished" tuna-fishing vessel in every way the word could be used.

Owners who share Joe Rogers' own pride of ownership include the clipper's captain and his nephew, Manuel Neves, Jr.; the latter's brother, Arnold Neves, chief engineer; Adelina Rogers; Joaquin Qualin, master of the other family clipper *Navigator*, and another son-in-law; Alice Qualin, Charles and Lucy Marciel; Vernon M. and Eileen Brown; Robert D. and Jean C. Immenschuh; Thomas J. and Georgia Y. Olson; Jay C. and Mary E. Vinson.

The Clipper in Detail

Constitution is the 77th tuna clipper since the 65′ *Oceana* was built by the Campbell yard in 1924. Dimensions are: Length 150′; beam, 29′8″; depth amidships, 18′9″. Stern is the typical CMCo. semi-cruiser.

Clipper "Constitution"

Designed and Built for

JOE S. ROGERS and ASSOCIATES

by

CAMPBELL MACHINE CO.

DAVID C. CAMPBELL **GEORGE E. CAMPBELL**

SAN DIEGO Our phone number since 1906 **MAIN 2455** **CALIFORNIA**

mmodations are provided for
of 17 men, with five state-
located on the raised deck,
is also the chapel, traditional
ortuguese-American clipper.
rstructure framing is of fir.
or and interior is of Douglas
rine plywood.
entire hull and superstructure,
and topside, as well as the
was painted with Atlas paints.
Rogers chose these because At-
st covered his beloved clipper
tor, 144'8", that Campbell built
n in 1944; and Joe has always
that Atlas Gold Label Copper
und and Atlas enamel white
ctory in every way.
house is of "teardrop" con-
on, with the after end housing
aust and suction blower cham-
lance is divided into the wheel-
and chartroom.
troom has the radar; and a
t radiotelephone, while the 500
hone and commercial wireless
ocated in the radioroom on the
deck.
odern tuna clipper is full of
and compartments abaft the
room bulkhead. These serve
urposes and are usually both
od and steel. The wood wells
y are employed for keeping
great quantities of bait; while
eel compartments carry addi-
fuel. Then both serve the pri-
task of stowing refrigerated
Constitution can carry 410 tons
nd tuna.
ork system was chosen for the
sibility of preserving the pay
at temperatures far below zero.
ed on both sides of the upper
room are four 6½ by 6½ York
essors, driven by 30-hp. General
ic motors. In a recessed part

Skipper Manuel Neves, Jr., at control of the Sperry Magnetic Compass Pilot. By this fully automatic electronic instrument, the helmsman changes the vessel's direction by simply dialing a new course. Steering can be accomplished also by remote control.

of the fidley is another York to take care of ship's stores and the galley boxes.

The tuna cargo is carried in 15 compartments, 12 wells and three main deck bait boxes. The total refrigerated space, all compartments is 15,574 cu. ft. Insulation is 3" cork surrounding the steel wells.

Mounted forward of the great bait tanks on the main deck is a 4-unit CMCo. ammonia condensor, with 1,732' of cooling surface. The container is metal sprayed. Interiors of the steel walls are also metal sprayed.

Bait boxes aft are steel, the capacity of the three 2,562 cu. ft.; all refrigerated.

Zinc spraying of well and tank interiors for long range protection against rusting, was done by Clark Metallizing, Inc., Newport Beach, using Metallizing Engineering Company, Inc., equipment.

The tanks are guaranteed against rust for 10 years and it is anticipated the protection will last possibly twice as long. Clark has Metallized the hulls, decks and tanks of many steel ship and tuna clippers, as well as the wells and tanks of many wooden hook-and-liners during the last six years with excellent results.

Refrigeration is by the three-phase system: sea-water surface temperature down to approximately 30 degree F.; then by use of heavy salt solution to around 24 degrees; then the tuna is held dry, at zero or below.

Each well or bait box has a 3" CMCo. brass brine circulator, driven by 5-hp. G.E. motors. Water passes into a header, 66' long in the shaft alley, both port and starboard. All are interconnected through a 4" master brine manifold, so there can be no failure of circulating brine.

The great volume of sea-water needed to keep lures bait is handled by three 12" CMCo., vertical type pumps, by 40-hp. G.E. motors mounted on top. There is an additional 6" pump, employed as a combination bait and condensor pump. This requires a 10-hp. motor. Sea-water is drawn from four sea chests located in after end of hull, 'way deep. Lines taper from 15" down to 9" round pipes for intake; overflow is by flat-pipe across deck to prevent accidents to hurrying crew members. When all bait compartments are filled, there will be about 500 tons of water aboard.

Pumps include fire, fuel, transfer, etc., to the total of 32 aboard the clipper, ranging from 2" to 12" in size. For transfer of fish from deck to brine wells there is a fluming system, by which water is taken off the

Half of the long shaft alley, taken from the hatch aft. Circulating pumps are 15 CMCo. 3", driven by 5-hp. motors mounted on top. These serve the wells and deck bait-cargo tanks. Inboard faces of the wells are sheathed with ¾" Douglas Fir waterproof plywood. Interiors or steel wells are metal-sprayed.

AGAIN • the Finest of the Fleet—

Protected by ATLAS • Inside and Out!

WELL over half a million dollars is invested in this ship—the largest tuna-clipper ever built by the Campbell Machine Co. — and the owners are protecting their investment with ATLAS MARINE PAINTS on every surface.

Below the water line, ATLAS GOLD LABEL COPPER COMPOUND gives year-long protection against marine growths and worms—keeps the wood hull barnacle-free.

Other ships in the famed fishing fleet owned by the Rodgers family have weathered years of punishing exposure—and the owners have learned by practical experience that ATLAS PAINTS last longer in marine use—and give complete protection. So—profiting by experience—they specified ATLAS MARINE PAINTS throughout on the new "CONSTITUTION."

•

Ready for launching at the Campbell Machine Co. in San Diego, the CONSTITUTION gets a finish coat of ATLAS MARINE PAINTS. Pictured, left to right, are George Campbell; Paint Supt. Harry Angle, holding a can of the ATLAS GOLD LABEL COPPER COMPOUND Bottom Paint used on the hull; Ship Owner Joe Rodgers and Dave Campbell who, with his brother George, runs the shipyard. They have all had years of experience with, and sincerely recommend, Atlas Marine Paints.

LOS ANGELES: 1922 East Gage Ave., Los Angeles 1
Phone Kimball 6214

L.A.—LONG BEACH HARBOR: 1475 West 9th St., Long Beach
Phone L. B. 7-6845

SAN FRANCISCO: Harbor Supply Co., 821 Folsom St.
Phone EXbrook 2-3092

ATLAS Paint & Varnish Co

SEATTLE: Maritime Pacific Supply, 1250 First Ave. So.
Phone ELiot 2966

PORTLAND: Harbor Supply Co., Swan Island
Phone WE. 2243

nes and boosted by 3" brine
tor driven by 5-hp. motor.

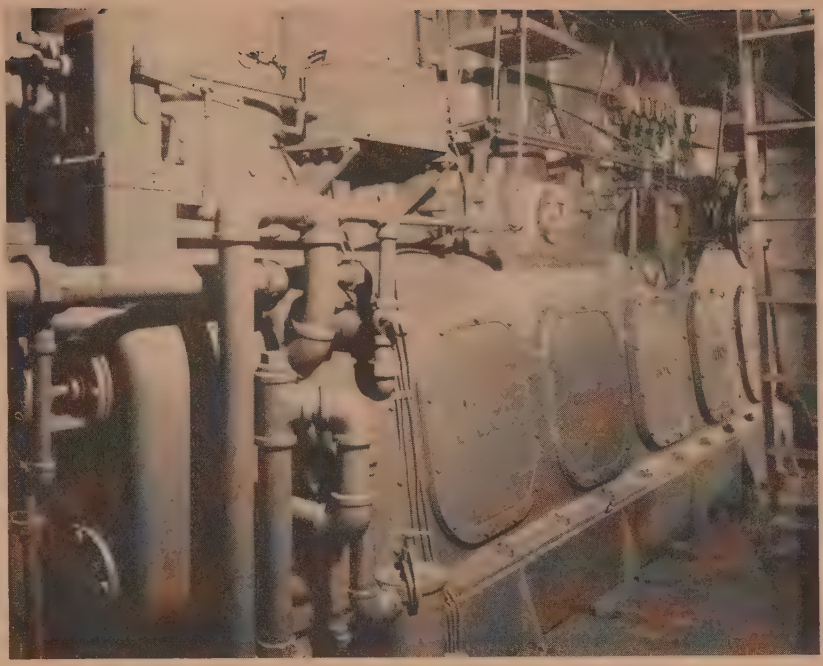
Union Diesels ry Power Source

rovide for all the many and needs for power requirements the *Constitution,* there are rge diesel-generating sets, and dby installation, located in the ngineroom. The principal units pair of Model GA-6 Union , direct-connected to 125-kw. current generators. The stand- a 50-kw. Buda diesel-generat- t. Switchboard by CMCo. is lo- in the upper engineroom. Air essors, two of them, are Worth- , electric driven. Fire system x 100-lb. CO_2 tanks, manually- ed from outside the upper en- om door. Oil purifier is a De No. 45 Puri-filter, hooked into be oil system.

pulsion engine is also a Union. 3 years Campbell Machine Com- has been installing Union pro- n and auxiliary engines in more three-score tuna clippers.

Constitution's engine is a Z6, Union super-charged diesel, , 16" by 20½", direct-reversing elivering 1,000-bhp. at 300 rpm. plant is fresh-water cooled by heat exchanger.

tail shaft is of Monel metal, on the long-ranging tuna fleet ers have come to rely to prevent towing bills and loss of fishing In the *Constitution* the tail shaft " diameter; 21'6" long. The in- diate shaft is of steel, 7¾". ich Cutless Rubber bearings chosen, 8¾" i.d. The intermedi- eady bearing is water-cooled off ait lines. Propeller is by Cool- 92" diameter; 64" pitch.



Propulsion engine, driving the great clipper at around 12 knots, loaded condition, is a Model Z6 Union, super-charged, direct-reversing diesel, 6 cyl., 16" by 20½", delivering 1,000 bhp. at 280 rpm. Tail shaft is Monel; bearings, Goodrich Cutless Rubber. A pair of powerful auxiliaries are Model GA-6 Unions, direct-connected to 125-kw. direct-current generators.

Instrumentation Is Complete

Steering is by Sperry equipment. Sperry magnetic compass pilot, with portable remote control. This senses for a master gearhead motor. Shafting is 1 11/16" cold-rolled steel, running from wheelhouse to rudder through Dodge - Timken self-aligning roller bearings, spaced 8" apart. On the port flying bridge there is a pedestal engine controller for use while the crew is engaged in fishing operations.

An essential on the *Constitution* is the 1,000-fathom sonic depth finder, a "Fathometer" supplied by Submarine Signal Company. The dial is located in the pilothouse.

Capt. Manuel Neves is in direct communication with key personnel aboard the clipper at all times. Through a public address system from bridge to engineroom; to crow's nest and the chummer is station atop the bait tanks. The crow's nest is of oak framing and aluminum covering.

A feature of the upper engineroom is that the storm doors are of stainless steel, as is the shaft alley door and escape hatch forward. Mast winch is by CMCo. The boom is topped by a winch mounted on the mast, driven by a 7½-hp. G.E. motor.

A 42' boom purchase is through a 7½-hp. motor, this mounted on the boom. Roebling ½" plowsteel wire rope is used for topping; ½" Roebling for cable. Such a powerful installation is needed for handling inboard and outboard the power tuna tenders, skiffs and airplane. Standing rigging is ⅝" Roebling galvanized wire rope. Mooring ropes, of manila, are by Columbia.

Constitution has two power tenders. These were planned and constructed by Driscoll Brothers Boat Works, Point Loma. Of heavy fir framing covered with Douglas fir marine plywood, one boat is 15', driven by a 115-hp. 6 cycl. Gray gasoline engine,

Here's how *Constitution's* Union diesel looked as it was being swung aboard the great clipper during its period of construction at the Campbell yard, San Diego.

Looking down into one of the steel bait tanks in the "Constitution"

RUST–PROOFED –by Clar

To Owners of the Great New Tuna Clipper—

"CONSTITUTION

Best Wishes for Smooth Sailing and Good Fishing

"YOUR WELLS AND TANKS WILL NOT RUST"

As with so many of Southern California's Tuna Clippers all water-carrying compartments in the "Constitutio are metal sprayed by

CLARK METALLIZING, Inc.

506 - 30th Street — Metallize Your Steel Hull for Rust Prevention — Newport Beach, Cal

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eresting detail of *Constitu-* that the mast carries a Top- vinch, driven by a 7½-hp. while the boom has a simi- m hoist. Roebling plowsteel wire rope is used.

rive; the other is 17′, also with odel Gray, but with 2:1 reduc- th power plants were supplied yard by Nuttall-Styris Com-

latter concern also supplied the engine room supplies for el; and also two shallow water elmets and one a diving mask quipment needed for bait-sein- rations, mostly in vicinity of lapagos

clipper is well ventilated for pical fishing operations. The oom is supplied by a 22" di- single fan, by 5-hp. G.E. motor for incoming air. There are two 19" by ¾-hp. suction blowers for uptake —and two 19" by same power mounted in forward engineroom bulkhead. All were supplied by Dean & Hoffman, Long Beach. Ventilation is also provided for galley and staterooms.

The galley, located aft on the main deck, is a spacious room, with ample space for the cook to work around his stainless steel, oil-burning range, and for the crew to lounge without getting in his way.

Fresh Water Made Aboard

The *Constitution* does not need to devote space to fresh-water tanks. Installed aboard, and operated through the exhaust gases of the Union auxiliaries, are a pair of "Silvap" fresh water makers, developed by the well known Capt. Guy Silva of the clipper *Emma R.D.* and manufactured by his son, Gray and partner, Bob Mason of Diesel Technical Service. These evaporators produce 100 gals. per day.

The great clipper underwent her successful trials in May 9 and sailed on her maiden voyage for far southern banks off Central and South America. Along, as guest skipper—and his first trip in some years—was Capt. Joe S. Rogers. Working with Arnold Neves in the engineroom was the veteran Frank Mairot, who transferred from the *Lou Jean*, where he was chief engineer. She will fish for French Sardine Company.

It takes a lot of fuel to send a clipper like the *Constitution* on what would probably be more than a 10,000-mile voyage. Into her tanks and wells was poured some 70,000 gals. of General Petroleum's Mobil Fuel Diesel; and 2,000 gals. of Gargoyle DTE marine lubrication oil. Ralph Zobrist, manager of Fishermen's Marine Company, San Diego waterfront General Petroleum agents, supervised the bunkering of the clipper.

His to keep 'em clickin' — Frank Mairot, co-engineer with Arnold Neves on the 150′ clipper, *Constitution*, snapped by a PFN photographer in his stateroom just before the vessel left on her maiden voyage to equatorial tuna banks. Frank is a veteran in the engine-rooms of tuna clippers and transferred from the *Lou Jean* for this new job.

Alaska Pink ival Tops Average

indications from seven mi- ounting stations in Southeast- aska show a definite increase abundance of Pink salmon fry ed with the three previous M. G. Hanavan, research biolo- h the Fish and Wildlife Serv- orts the winter survival rate e Port Walter will exceed 5% ed with an 11-year average of n 2%. Substantial increases in y are also noted at Katlian, and Herman Creeks and runs ing on later migrant streams ected to show a similar im- ent.

uate spawning escapements in areas and moderate winter contributed to the early suc- the 1951 brood.

I. Nielsen, former president of the a Tuna Canning Company, left by plane for Costa Rica where he ed to have business interests. Later aid he would visit South America n Europe.

Eureka Boat Basin To Be Improved

Plans for the extensive improvements to the Small Boat Basin at Eureka, headquarters of the Humboldt Bay fleet, have been announced by the Eureka Harbor Commission, under the direction of Chairman Charles W. Robinson and City Wharfinger Irving Daniels.

The improvements include the installation of "plug ins" for electric power, to enable boat owners to make minor repairs without putting the craft up on dry marine ways.

The commission also hopes to have the basin dredged, to eliminate mud that has collected on the bottom near the mooring berths. Also, it is planned to build an office for the wharfinger, to include facilities for assemblies.

An attractive entrance to the basin is to be built under the direction of Robert L. Usher, landscape artist. Two unseaworthy boats will flank the entry-way on land, augmented by other maritime gear designed to create a purely marine scene.

Noyo By-Products Plant is Improved

Grader Marine By-Products Co., Noyo Harbor, Fort Bragg, Calif., has moved its plant, and installed more modern equipment.

The plant is now located in what was formerly A. Mauricio's Boat Works on the Noyo waterfront. A heavy concrete floor has been put in. From the California Fish Products plant at Pt. San Pablo comes an Enterprise cooker and press and from the Fish Dee Lish plant, also at Pt. San Pablo, comes a Sharples centrifuge.

The plant is equipped with batch dryers and has a capacity of about 7½ tons per hour. Offal from the fresh fish plants on the Noyo will be the principal material used.

W. F. Grader is in charge of the operation, and his partner is his brother, H. B. Grader. The Graders originally came from the Pacific Northwest, but have operated a fish meal and oil plant on the Noyo for a number of years.

COVERING ALL THE WEST COAST, the widespread Onan distributor and dealer organization is added assurance of satisfactory service from Onan Electric Plants and Onan Generators. These experts can advise you on the type of electric generating equipment best for your craft, they have qualified service men to keep your Onan equipment operating at peak performance, and they maintain a complete stock of genuine Onan Parts.

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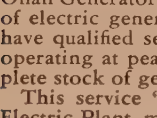

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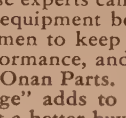

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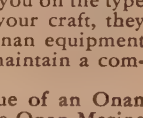

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7¾" x 21' Monel shaft aboard the gia tuna clipper "Constitution." The clip built by Campbell Machine Co., San Calif. Her engine is a 6-cylinder Union 840 h.p., supercharged.

It's happened before—

A good catch in tropic waters — a broke shaft while heading home—then thousands dollars lost in spoiled fish while waiting to b towed.

But Captain Joe S. Rogers feels that such situation *can't* happen on his new 150-foot cli per, "Constitution."

That's because *she* has a Monel® tail sha with Monel wearing sleeves.

This 7¾"x21' Monel shaft, like those aboa the giant tuna clippers, "Queen Mary" an "Normandy," was machined and installed b the builder, Campbell Machine Company.

And that's not surprising—

For her owner, as well as her builder, kno they can count on Monel.

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No wonder builders and owners of the gian of the tuna fleets consistently report th Monel shafts pay their way. And it's so whe ever rust, corrosion and excessive wear are problem — Seagoin'® Monel comes throug with flying colors.

Today Monel is also badly needed for de fense. Therefore, it takes longer to get wha you need. So it will pay you to order well i advance. And if you have other metal selectio problems, be sure to call on Inco's Technica Service Section for help.

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PACIFIC Fisherman's NEWS

52 Halibut hing Time ortest Ever

nkage of halibut fishing time ıed this May and early June, n Area 2A and 1B season only rs in length, down two days he 1951 fishing period in the vaters.

is the shortest Area 2 halibut in history.

on for the acceleration over ar before was ascribed by clos- servers essentially to the good r which prevailed during the days of the season. The first lays of the season were perfect as weather was concerned, and ats made the most of the break. ther factor was an apparent increase in the fishing power fleet.

eckoning the length of season ear it should be recalled that started May 14, two weeks han in 1951. Thus the closure he arrival of June 9 gives 26 f fishing.

time of writing the landings Area 3 were running substan- head of the previous year, lead- the belief that the season there, closure is announced, would e shorter than in any previous

ge Lewis Drowns n "Destiny" Sinks

ge Lewis, Port Angeles troller, owned early this summer when at *Destiny* was swamped at ays Harbor entrance. The ves- nk in shallow water, with her poles showing above the sea.

ka Crabbing Starts Weather Delay

fishing out of Ketchikan by et of boats serving the Pacific of Alaska cannery at that point early in June after some delay o storms after the vessels d Alaska.

al production was reported good, with the crabs in fine ion.

Moberg and Sorensen Again Head U.F.C.P.

At a recent annual meeting of the stockholders of the Union Fishermen's Cooperative Packing Co. in Astoria, C. O. Moberg was re-elected president and Anton Sorensen was retained as manager. Arvo Niemi was elected first vice president, with Tom Jorgensen as second vice president and Charles Anet was re-elected secretary. On the board of directors with these officers are Melvin Wick, owner of the dragger *Trego,* Uuno Sjooros, owner of a troller, Wayne Sutti, Elmer Astala, owner of the dragger and tuna vessel *Bristol,* and Mike Haggren.

Pre-Season Halibut Peddlers Penalized

Catching and selling out-of-season fish in British Columbia doesn't pay.

More than 500 pounds of halibut was ordered forfeited to the Canadian government by a Vancouver, B.C., magistrate when it was proved that the catch had been made prior to the opening of the season off the west coast. A preserved meats firm and a fish market partner were each fined $100 for "unlawful possession of halibut caught within convention waters."

Testimony revealed that the fish was purchased from a fish dock warehouseman, who was sentenced to 20 days in jail on a similar charge of possession, the sentence to run concurrently with another two months he was serving on a breaking and entering count.

The warehouseman pleaded guilty to buying the fish from a trawler fisherman who was previously fined $100 in court for possession of the catch.

The fish had actually been caught off Prince Rupert.

Maxwell Patterson Killed

Maxwell Patterson, Seattle fishing vessel owner, was killed when struck by an automobile in Castroville, Calif., early this summer. He had just berthed one of his fishing vessels at a nearby port.

Mr. Patterson owned the fishing vessels *Alice B.* and *Tillamac.* He was 47.

Washington Tax Refund Claim is Much Simplified

Fishermen wishing to claim exemption from Washington fisheries catch taxes on the grounds their catches were taken outside the 3-mile limit may do so with a simple declaration on the regular fish receiving tickets, the department of fisheries announced recently.

A method has been sought to segregate the outside catches from those requiring tax, because of the recent court ruling that the offshore landing tax imposed by the 1951 legislature was unconstitutional. The original proposal of a notarized affidavit was abandoned following intervention on behalf of the fishermen by mayor-elect Barney Neilsen of Westport, who urged that it would work an undue hardship on them.

Another outgrowth of discussions on Grays Harbor with Neilsen and other offshore fishermen by Director of Fisheries Robert J. Schoettler will be extension of the time limit for tax refund applications for payments made under the 1951 offshore landing tax law. Fishermen will have until November 30, 1952, one month after the end of the troll season to apply for their refunds, which will aggregate $90,000. The original deadline was June 30.

Washington Crabbing Poor

Crab fishing out of Grays and Willapa Harbors during the past spring was as poor or poorer than in 1951, marking the third successive year of far-below-normal production for those waters.

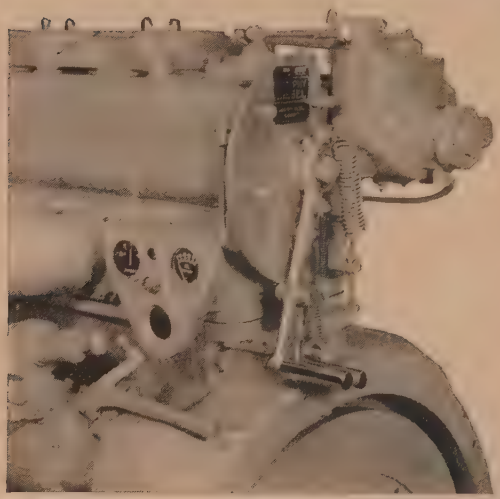
Elderly Fisherman Dies

One of the oldest fishermen on the Columbia River, Ole B. Olsen, 92, died early this summer.

After working in the Columbia River fisheries for many years, he began going to Bristol Bay and served the Alaska Fishermen's Packing Co., the Alaska Portland Packers, and Columbia River Packers Assn.

Here's why **MURPHY DIESELS.**

have instant power respons



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Only MURPHY gives yo this important feature..

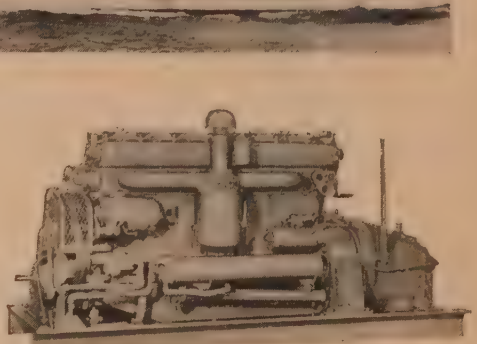
ONE vital characteristic of a diesel engine use tough fishing service is its ability to ha all types of loads—steady loads that require curate speed control or varying loads wh instant response is essential. The Murphy Di —because it has a hydraulic servo-type go nor—controls speed precisely, responds ins taneously. It responds so quickly and positi that many operators have said, "It seems know in advance what the load is going to

This instant response is made possible by Murphy's basic design—a "true" diesel with fuel injection—plus the hydraulic servo- governor. This governor harnesses lube pressure to assist the flyweights in controll the proper amount of fuel to the injectors, providing positive, accurate control at all tim

An important safety feature is the ability the governor to automatically shut-off the eng if lube oil pressure falls below a safe le There is no danger of running the engine w lube oil dangerously low.

The hydraulic servo-type governor is just of Murphy's exclusive combination of des features. Others are described in the book *"10 Questions to Ask a Diesel Engine Salesma* Ask your Murphy Diesel Dealer for a copy write direct.

The "Cape Beale", a 63' halibut boat owned by Capt. Edgar Arnet, West Vancouver, B. C. She is powered by a 150 H.P. Murphy Diesel.



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Clippers, Two a Seiners Lost

o tuna clippers and a pair of seiners were lost to the South-California fleets during May. The and-liners were the *Sea Wolf North Star;* the seiners, *New* and *Resolute.* In addition the clipper *Kathy Jane* was dam- by fire off Lower California, vas towed back to San Diego, the big tuna seiner *Camarello* the same location took on water nearly sank, but managed to port.

t by fire off Nicaragua was the ood clipper *Sea Wolf.* Built in by San Diego Marine Construc- Company, she was owned by Ted s and Coast Fisheries. The *Star* crashed on the rocks off ada, the 11-man crew being . She was skippered by Daniel glia.

78' San Pedro seiner *New Rex,* rocks at Todos Santos and John Guerra was skipper. Her as partially salvaged. The seiner *ute,* enroute from San Pedro to acific northwest to go into the g Sea for salmon, caught fire Santa Barbara and was de- d. Her owner-skipper, Nick h and a four-man crew were d. The 71'6" *Resolute* was built 8 by Pacific Boat Building Com- Tacoma and was one of the quipped tuna-netters in the fleet.

Powered by National Supply Atlas marine diesels, these shrimp draggers are 58' long, have a beam of 16.6' and displacement of 39.9 tons. Fully outfitted and tied up at the pier, they are ready to start their 5500-mile maiden trip from Nova Scotia, where they were built, to Mazatlan, Mexico, to engage in the great Pacific shimp fishery.

6 Nova Scotia Trawlers For West Mexico Shrimp

A 5500-mile sea voyage from a shipyard in Nova Scotia, down the Eastern Coast and through the Panama Canal to their home port of Mazatlan, Sinaloa, Mexico, was the recent maiden trip of six new shrimp draggers. An achievement in hemispherical cooperation, they were built in Canada for Congeladora de Mazatlan S.A. of Mazatlan, Mexico, and powered by National Supply Co. 4-cylinder, 85/100 hp Atlas marine diesel engines.

Canadian crews manned the boats and delivered them to the new owner, a recently formed company owning modern packing, freezing and storage warehouses capable of freezing 60,000 lbs. of shrimp a day as well as storing 180,000 lbs. of fresh and 160,000 lbs. of frozen shrimp a day.

The new draggers are identical, 58 feet long, 16.6-ft. beam and displacement of 39.19 tons. Hull and keel are of Canadian birch, with deck and other planking of spruce. The deck house is constructed of ¾-in. marine plywood. Fish hold is insulated with glass wool and lined with cement-coated galvanized sheet iron.

Apart from its use for propulsion, each Atlas engine also furnishes power to drive the winch or hauling gear through a power take-off clutch at its forward end.

The engine has a net weight of 11,300 pounds including the reverse gear, and turns a 3-blade, 42-inch diameter, 30-inch pitch bronze propeller, which drives the boat at a cruising speed of 10 mph.

For auxiliary services, a single-cylinder, 6-hp, 650 rpm Lister-Blackstone diesel drives a 32-volt generator, air compressor and pump.

The fishing boat **Eros,** formerly of Seattle, has been registered at Eureka by **Gene R. Tison,** Fort Dick, Calif.

Sixth New Hat Won by Parsons

It's getting to be a habit with Capt. Jimmy Parsons, master of *Louisa Todd,* to deliver the first load of the halibut season to Vancouver, B.C.

Every year the National Harbors Board offers a new hat to the skipper who brings in the first halibut caught by the vessel itself. When Parsons was awarded the hat by A. E. McMaster, port manager, late in May, it was the sixth time he had been so honored.

Parsons' cargo was disposed of after lively bidding to J. H. Todd & Sons, as follows: 25,000 medium, 20c; 1000 large at 18c; 1000 chicken at 16c.

McMaster was accompanied by Peter Ferris, National Fish Dock manager, when he made the presentation.

"We had good weather with us most of the time," said Parsons by way of explanation. "We were fishing off Scott Islands and there were plenty of fish there."

Captain Parsons is a Newfoundlander by birth, but he has been fishing on the west coast for a good many years. Engineer of *Louisa Todd* is John Lambe.

Troller Found Dead On Foundering Craft

John Walso, 61, longtime Juneau fisherman, was found dead on his foundering 25-foot gillnetter *Ed* in May. Evidently he had died of heart attack, after which the uncontrolled craft rammed the DuPont dock several miles south and east of Juneau in Gastineau channel. The *Ed's* stem was split and she was filling with water and running in circles when crewmen aboard the power scow *Ugashik,* out of Seattle for Bristol Bay, managed to board her.

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Pedro—
UNA SEINERS
IT SOME HEAVY
ELLOWFIN SETS

ust Felando of the *Western Sky* into San Pedro with around ons, mostly Yellowfin aboard, in vicinity of Benedicto. On t set he netted enough to give to *John Mezin* of the *Western ch*, who came home with around ons. *Vagabond,* Nick Mosich eted her third trip for French e, unloading 100 tons . . . *West-ar,* with *Jerry Kaloper* as skip-elivered 70 tons at Pan-Pacific. orted a tough trip of 60 days; ough weather in the Gulf of nia and spotty fishing . . . 18 went to Guaymas recently to their Mexican licenses, which vidence of poor fishing and ening voyages . . . *John Guer-ra's* 78' *New Rex,* opened up at Todos Santos, Lower California on May 1 and sank, being the third seiner to be lost this year, the others being the *Esperia 11,* in January, and the *Golden Gate* also that month . . . Speaking of the *New Rex,* Art Mello, of the boat *Mello Boy,* Newport Beach, saw what looked like a crate flying near where the seiner went down. Investigating, he found about half the seiner's net and salvaged it . . . *Benjie Boy* has a new skipper in *Matt Bojvocich,* who is off the *Arlene S.* The seiner is fishing mackeral and delivering to Pan-Pacific . . . *California* came in with short load of 60 tons because of committment to go to Alaska as a salmon freezer. *Mike Liponovich* was skipper, spelling Nick Trutanich who sayed home for a rest, but took her north . . . Vince Fiamemgo took out the *Robin Hood* for mackeral . . . *Bob Pavkovich,* with his wife are headed for a vacation trip to Yugoslavia. He is off the *Olympic* . . . *Richard Tomich,* retired seiner-man, died in mid May at San Pedro. His brother *Pete Tomich* is a partner in the *Corsair* . . . Andrew Vilicich took the *Marsha Ann* to Al Larson Boat Shop for re-caulking and for engine overhaul at Western Engine. The seiner had made two tuna trips and was reported going to Bering Sea tendering frozen salmon . . . *Charley Buchan, Jr.,* is now skipper of the *J. D. Martinolich;* his dad is purse seiner manager for Van Camp. . . .

Jim Cummings, operator of the Anchor Inn, popular fishermen's rendezvous at Noyo Harbor, Fort Bragg, has added a new banquet room and dance hall adjacent to the bar and restaurant.

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says San Diego captai

FRANK MEDINA writes: "I am part owner and captain of the *Dorothy Lee,* a 77-foot tuna clipper operating out of San Diego. The main engine is a 240 h.p. Washington; auxiliary power consists of two 60 h.p. Caterpillars. I use T5X motor oil exclusively and results have been excellent over a period of many years. That's why I always recommend it to other boat owners and skippers who operate under severe conditions."

Fishermen find that T5X motor oil protects *every* type of marine internal combustion engine under *all* operating conditions. The outstanding versatility of T5X is a result of its combination of fortifying additives and 100% pure paraffin-base stocks found in no other motor oil.

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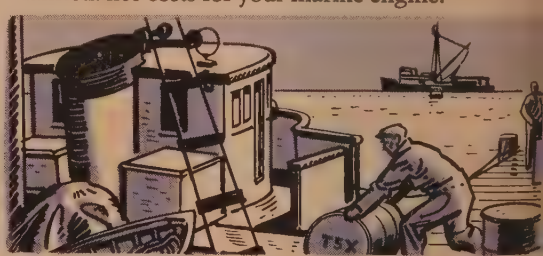

You can get T5X at any one of the Union Oil marine stations located in key Pacific harbors from Alaska to Panama. Next time, tie up at the sign of the orange-and-blue 76.

UNION OIL COMPANY
OF CALIFORNIA
76

ab Pot Loss eavy in Gales

orms in late spring caused the for Grays Harbor fishermen of than $250,000 in crab gear, ly pots.

e fisherman running a 400-pot g was able to locate only 97 pots, another found only 80 of 285.

placement cost of the pots runs t $30 each and in addition the rmen lose their catches until the are replaced.

ports from the Oregon coast in- ed heavy losses there also.

ores of buoys washed ashore on Grays Harbor jetty and on North Twin Harbors beaches. Many rs came ashore at Point Gran- where most of them cannot be vered because of reefs and rocky eline. More buoys were reported ng ashore in areas where De- tion island crabbers operate. bers blamed the losses on strong currents and huge swells hitting in shallow water. The swells unexpected at that time of the when pots are moved in to ns of only three to five fathoms to n crabs moving toward beaches summer approaches. In more ny weather pots are protected by g set in 12 to 20 fathoms of water. e storms also held most of the trollers in the Westport area in much of the time.

ung Skipper Commands ezership in Bering

ipper Robert L. Alverson, 29, the world's largest converted vessel *Scarlet Queen* north from Diego to the Bering Sea. The el will act as a salmon freezer- He replaced Harold Morgan, who will remain ashore until the el returns to tuna fishing this

e of the youngest skippers of the Bob Alverson was a San Diego college student; during the war as in the merchant marine and, ng the "Queen's" last trip to hern tuna banks he was along as gator.

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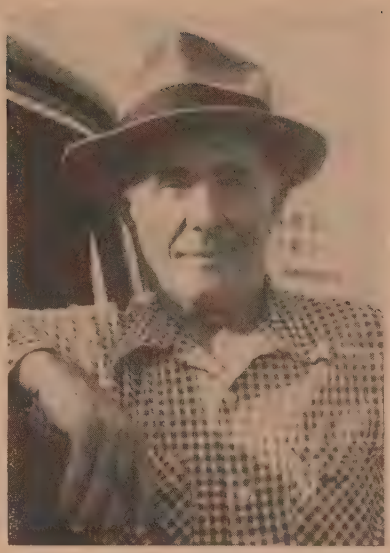
Trutanich Old Timer In Pacific Fisheries

Martin Trutanich's activities in the fishing industry go back to 1909 in Seattle when he fished salmon in Alaska. His first boat, with Mike Kocich, was the 36' *Bird;* then came the 48' *Independent* and later the *Olympic,* both in partnership with Kocich. Then there was the *Freedom,* which probably is still fishing in the Northwest; and the *New Life.* Fishing out of San Pedro there was the *Pal* in 1926. Several years later Captain Trutanich broke his leg while operating the *Pal* and decided to retire from the sea.

Trutanich has been fleet captain with the South Pacific Canning Co. at Long Beach for nine years and previously was salesman for Seaside Supply Stores in San Pedro.

A son, Anthony, is now fishing on the purse seiner *Del Rio.* A married daughter lives in Fresno and at home is the youngest, Elizabeth. Trutanich has five grandchildren. Recently he and Mrs. Trutanich returned from a grand tour by train and automobile to Chicago, Canada, Niagara Falls, New York, Detroit, New Orleans and southern states.

At present time Trutanich has an interest in the purse seiner *Pacific Pearl,* which was the *Juanita* out of Monterey, and is now skippered by young Charles Buchan out of Terminal Island.



Martin Trutanich, fleet captain for South Pacific Canning Co., Long Beach, at the Seaside Supply Stores, for which he was at one time a salesman.

James Potts, surveyor for the American Bureau of Shipping, who maintains an office in the B St. Pier Building, San Diego, went south to examine the hull of the stranded clipper **North Star** in May. He reported her a total loss, even to possible salvage of her engines and machinery. The vessel was ashore on the west coast of Lower California.

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Troller-Buyer Price Dispute Sharp at Sitka

The month of May in Alaska will long be remembered by the commercial salmon trolling fleet. With the big treck north nearly completed by the middle of the month and the waters around Sitka teeming with large King salmon, the boys from the south were ready to make their expenses for the trip north on their first fishing trip when on May 14 orders from the United Trollers of Alaska tied up the Port.

The Union and the fish buyers were in dispute over a contract. Demands by the Union were for a minimum price of 35c for large red Kings, 25c for small and whites. Buyers were offering 30c for large and 20c for smalls and whites.

Over 200 boats were crowded into Sitka's small boat harbor and around the floats. Open meetings were held by the Union requesting that the independent fishermen and the Northern Fishing Vessel Owners Association boats honor their right to strike. After a week the Northern Fishing Vessel Owners Association negotiated with the Halibut Producers Cooperative buyer, L. C. Berg, who is buying halibut and asked that he arrange to buy salmon and that the boats be permitted to join the Cooperative. The Secretary of the Association called Walter Johnson of the Halibut Producers Cooperative in Seattle on the 22nd.

The result—Bob Barrett, general manager of the Cooperative, flew to Sitka and signed up 41 fishermen to deliver at least 25% of their 1952 catch, 50% of their 1953 and an amount to be agreed upon in 1954.

After the sale arrangements were signed the fishermen selected five men from the group to make policies and handle the complaints of the members of the Cooperative. Chosen were: Roy Clifford, Skipper of the *Buddy,* chairman, Pete Crews of the *Lila A,* Al Rottluff of the *Ideal,* Seth D. Mills of the *Lydia S* and Rudolph (Rudy) Sarvela of the *Myrth.*

L. C. Berg agreed to begin receiving fish. About this same time the Union and buyers met in Juneau. The buyers stood pat and the Union at all the ports in Alaska voted to begin fishing at the prices offered.

Joe Skarris, known to the fishing fleet as "Russian Joe," of the troller *Armor,* after 10 years of fighting for good health, passed away at Sitka in May. Joe began fishing by hand trolling in 1921 and has fished throughout Southeastern Alaska. For the 25 years he has fished in and ar the waters of Sitka and was a liner of the Sitka fleet.

John Strand is fishing the *A* on the shares this season.

After touring Southern Califo Red Bowers, skipper of the *Seq* and his wife are back and ar proud as grandparents can be.

Mr. and Mrs. Bob La Guire o troller *Mary* have a boat puller i making with their son Michel and one-half months old and the Lutzs' of the troller *Esther* have for a new cook; Debra, six mo old. Both dads are looking forwa longer hours of fishing this seas

At the annual meeting in Apr the Northern Fishing Vessel Ow Association, Inc., three new dire were elected—Emmett Hodges o *Tanya,* C. J. Mills of the *Tom* and J. R. (Bill) Haddon of *31G321.* New officers elected by directors were Karl Leitch of *Irisswed,* president; Rudolph Sa of the *Myrth,* vice-president; ar R. Haddon of the *31G321,* treas R. E. (Bob) Wyman resigned as retary and Myrth B. Sarvela appointed.

Peter Welch, who was born in A 67 years ago, and followed the fish from boyhood, first as a gillnetter and as a boat builder and station manage the Columbia River Packers Associa died there early in May.

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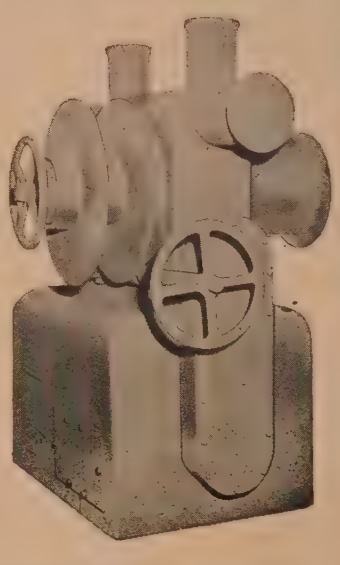

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STANDARD ENGINEER'S REPORT

DATA

LUBRICANT Heavy Duty RPM Motor Oil

UNIT 115 H.P. marine engine

SERVICE Fishing boat "Four Brothers"

CONDITIONS Low engine temperatures—constant load

FIRM V. Passanisi & Son San Diego, Calif.

ngine clean after 1⅓ years of "cold" operation!

HEAVY DUTY RPM MOTOR OIL has kept this 115 H.P. marine engine clean and running perfectly for 16 months, despite tough work 10 hours a day, 5 days a week. The engine powers the 32 foot, 10 ft. beam fishing boat, "Four Brothers," operated by V. Passanisi and his son, Frank. When inspected recently, engine showed no deposits, all rings and bearings were in good condition.

FRANK PASSANISI says, "Carbon is a common problem in most fishing boat engines because they work 'cold'—at temperatures too low for best operation. However, Heavy Duty 'RPM' solved that problem for us. The way our engine runs now, we should be able to go 5 years before thinking of an overhaul."

ANIC E. B. DAVIS, of Rosecrans Garage, Diego, says, "When I ed this engine to the valves, it was leanest I'd ever seen is type. There were gns of wear in cylinor on pistons."

RKS: Heavy Duty RPM Motor Oil ested in the laboratory and in use. Compared to premium type as designated by the American leum Institute, Heavy Duty "RPM" es engine life—the time between overhauls due to lubrication.

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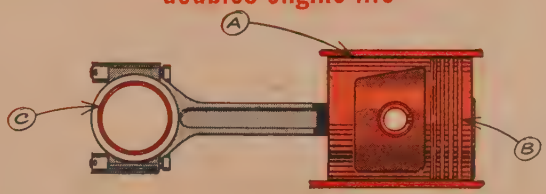

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orful Fishermen's tas at San Diego

annual Festa Espirito Santo held at the Point Loma, San , tuna-fishing colony of Portu--Americans June 1. Feature was reat pageant-parade from the hall to St. Agnes church, wit- by thousands, who also par- ted in the fireworks display the ous evening.

s year's president of the festa John G. Cardoza and the host r *Santa Margarita*. However, Cardoza was at sea, so his were performed by his partner, el Gonsalves, whose daughter, Gonsalves was the fiesta queen. Year's host clipper will be *Patria* ich Machado Medina is owner. following Sunday, June 8, the . festa, for downtown Portu--Americans was held at the Fish- 's church. President was An- V. Moniz and his daughter, An- te Moniz was queen.

ke Contract Clippers on East Coast

ucester, Mass., may become the ting base for several Southern rnia tuna clippers this summer. Drake, former San Diegan, an- ed from Gloucester June 4, he rganized the Tuna Sales & Man- agement Co. there and had contracted with five Atlantic coast canneries, from Eastport, Maine, to Boston, to deliver tuna cargoes.

The steel clipper *Sun Jason,* skippered by Lazaro M. Massa and built by Avondale Marine Ways, delivered the initial fare of about 290 tons to Gloucester. The *Gulf Star,* another Avondale clipper, has never been to San Diego, but has been kept continually fishing in tropical waters, delivering either to Moss Point, Miss. or shippig her fares north to Southern California plants by reefer ships.

Mr. Drake said he had contacted owners of San Diego steel tuna clippers either to sell their vessels to his company, or agree to fish during the spring and summer months on the Atlantic coast. The *Sun Jason's* fare was reported committed at $300 per ton.

Hard Luck Hits Eureka Fishing Fleet

Fire, storms and other forms of disaster took heavy toll of fishing craft operating along the northern California coast this spring, although damage was confined to craft concerned with no loss of life or reported injuries.

Catching fire off Gold Bluff, five miles south of the mouth of the Klamath River, the 27'-boat *Mar-Bet* burned to the waterline and sank in about 18' of water. Owner R. G. Wagner and skipper H. C. Fisher, aboard at the time, were taken off the burning craft by the *Liz L,* Captain Andrew Lennon. Fisher said he was taking the boat into shallow waters to pick up crab pots when he noticed smoke pouring out of the engine room. Efforts to quell the flames with a fire extinguisher proved futile, and the boat went to the bottom, the loss estimated at $25,000.

The dragboat *Empire II* sustained serious damage when she was driven ashore after striking a rock off Crescent City. Skipper John Pesonen and his crewmen Clarence Leonard and John Reinster, were taken off the stranded craft by the Coast Guard from the Crescent City station in a "duck." The mishap occurred during a heavy gale which lashed the entire north coast. Subsequently the boat was refloated, after temporary repairs to her hull, and she was brought to Eureka for complete repairs at the Gillette Marine Ways. Several planks were smashed and the engine was damaged to some extent.

The crab boat *Christine,* which went aground north of Eureka, was finally refloated after several efforts, pulled off by the *Quest,* operated by Albin Anderson. Skipper Guy Linstrom put the disabled craft up on the Gillette Marine Ways in Fairhaven for complete repairs.

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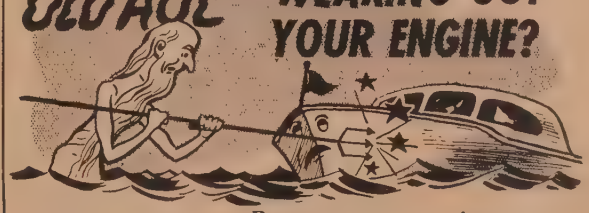

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San Diego— CARY STRIKES CONFIDENT NOTE AT CEREMONY

"We are here to celebrate progress and certainly not to mourn the demise of the tuna industry," declared *Harold F. Cary,* general manager, American Tunaboat Association, acting as master of ceremonies for commissioning of the giant tuna clipper *Constitution,* at Campbell Machine Company yard . . . *Anthony Madruga's* daughter *Zelia* was married to *Roy Sparks* April 27 at St. Agnes church, Point Loma. The pair first met at San Diego Junior High. Tony is assistant to the general manager at ATA. Recently he and Mrs. Madruga accompanied *Vincent Gann* to Mexico City by car . . . *Joaquin Medina* took out the *May Queen,* for his son, *Carl Medina* whose wife was not well. The veteran Joaquin, owner-skipper of the *Mayflower,* entrusted that major hook-and-liner to his third son, *Ray Medina* . . . *Joe Marques* of M.O. Medina's *Normandie* took 60 days for a capacity fare, and his trip was considered the best of the 1952 season . . . *George Alameda,* tuna champ of a couple years or so back, made a 19-day trip with the *Sun Hawk* from the Revilla Gegedos . . . *Jack Boilard,* son of *Ed Boilard,* the tunaman's unofficial photographer has married Georgeana Covert. He is navigator of the *Elena* of which *Jack Chagas* is captain . . . John Cardoza's *Crusader* has transferred fares to California Marine Curing & Packing Company from Cal-Tuna at San Diego . . . Eddie Madruga's *Liberty* ran into hard luck off Manzanillo, breaking an intermediate shaft and had to be towed to San Diego . . . *Frank Gonsalves* is on the high seas again after a good spell ashore and which included a trip to Washington, D. C. for the t hearings . . . His clipper is the *Lib Bell.* Art DeFever designed he Long Beach yard built her and F has seldom been away from wheelhouse since 1945 . . . *Fr Mairot* transferred as chief engi of the *Lou Jean,* to become co-c on the *Constitution* with *Ar Neves,* one of the owners . . . *Moore,* Van Camp's assistant mana at San Diego, turned yachtsman the Newport-Ensenada race, and a crewman aboard the *Flying C* . . . Joe Medina sailed out of N York, May 16 for Pico Island, opening of the whaling season. *Queen Mary's* owner has a big duction plant there. With him w *Joe Machado,* chummer of the *Qu Mary,* and *Eddie Soares Varl* father-in-law . . . *Machada Me* and family drove across the cou enroute for Portugal and a tou Europe. He is owner of the *Alphe* and *Patria* and port captain for tional Steel . . . Tony and Mrs. vares flew to the Azores. He plane from Costa Rica to make the t leaving his son-in-law, *R. Luz* skipper of the *Sun Pacific* . . . M Balelo has married *Joaquin Dores,* had been skipper of his father law's *Joan of Arc* . . . Anthony Madruga, father of all the Madr skipper-owners, has gone back Lajes, Pico Island, where his brot is a priest. He recently lost his w at Point Loma.

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Grays Harbor— Woman Troller Piloted to Port

Mrs. V. M. Hushele, owner skipper of the Coos Bay tro *Josephine,* had to have coast gu help in piloting her boat into Gr Harbor in May. Mrs. Hushele making her first trip into Grays H bor in several years and became c fused by new groin and breakwa installations. She called the co guard for assistance.

Fishermen's Federation Heads Visit Eureka

T. H. Sorensen, Vancouver, B president of the Fishermen's Fed ation, Inc., and Ray Besore, mana of the Chicago offices of the conce paid a visit to Eureka recently, c ferring with the directors and m agement of Eureka Cooperative Fi ries and inspecting northern C fornia operations in general. The F is the sales outlet for the north California Co-ops.

Mr. Besore reported an increas trend toward packaged product s and pointed out that an increas number of retail food stores are stalling frozen food counters for convenience of shoppers.

1952 Board of Directors of the Fishermen's Packing Corporation, complete save for Frank Barcott Jr., who was at sea at the time of the meeting, is pictured here. Left to right; front row; Paul Martinis, John Plancich, general manager, and Jack Repanich, president; second row; George Cuculich, Andy Vitalich, Peter Milos and Anthony Mustacich, office manager; third row; Steve Zitkovich, Matt Vodanovich, Paul Serka and Nick Vitaljic.

ook Inlet Salmon Study nites Research Resources

joint research program for Cook , with the U. S. Fish and Wildlife ice and the Fisheries Research tute cooperating, was announced at presstime, and constitutes one e most interesting and significant lopments of recent years in the of Alaska salmon research.

e program is of more than usual ficance because it represents the substantial work of the sort h has been done on Cook Inlet, rea whose salmon resources for s seemed in good condition, but h lately have been threatened severe damage by over-exploita- The new program will provide first step in development of the rledge necessary for sound adstration of the Cook Inlet fishery ırces.

e enterprise is also of peculiar est in that it unites for the first in a cooperative undertaking esearch resources of the Fish and life Service and the industrysored Fisheries Research Insti- This interest in bringing all able resources to bear on reh problems is newly manifest, has been particularly discernible r the Service's new arrangements onsolidation of its Pacific salmon stigations.

announcing the Cook Inlet pro-, Clinton E. Atkinson, the Servchief of Pacific Coast salmon ingations said:

ecent increase in withdrawals on Inlet salmon stocks has promptthe Fish and Wildlife Service to ider a major biological investiga- of this long-established fishery. e from early salmon tagging exments and the collection of inciıl age and length data, the Cook Inlet area has been virtually barren of research activity.

"Inauguration of a full-scale study of this fishery posed problem on how to best attack the numerous questions which must be answered to provide a sound basis for management policy in the district. Foremost among the difficulties was the lack of adequate funds with which to conduct a sound research program.

"In considering the study, the Service sought the advice of Dr. W. F. Thompson, director of the Fisheries Research Institute, Dr. Richard Van Cleve, director of the University of Washington School of Fisheries, and Clarence Anderson, director, and the staff of the Alaska Department of Fisheries. Their views firmly emphasized the need for establishing a thorough rather than piecemeal study of the area. It then became increasingly apparent that additional funds would be necessary to conduct a full scale program.

"Fisheries Research Institute took up the matter of supplemental funds for the proposed study with the Cook Inlet salmon packers. They concurred in the need for the establishment of a basic research program and agreed to provide such additional funds as could be subscribed at this time.

"This industry cooperation has resulted in the formation of a joint research program with funds provided by the Alaska Salmon Industry to be administered by Fisheries Research Institute for use in a cooperative effort with the Fish and Wildlife Service. All planning and operation is being accomplished jointly by the staffs of the two agencies. C. H. Elling of the Service and Allan Hartt of Fisheries Research Institute will direct investigational activities.

"Initial research will deal primarily with Red salmon. This will include a study of the age and size groups of the commercial catch and the escapement with a view of distinguishing the races which compose the Cook Inlet runs and determining the effect of the fishery upon them. Comprehensive stream surveys together with a study of the statistics of the fishery will also be undertaken."

Jens Jensen, Alaska Herring Pioneer Passes

Jens Jensen, general superintendent of the Alaska operations of the Oceanic Fisheries Co., and one of the early herring operators of Alaska, died in Seattle May 28, following a heart attack. He was 63.

A native of Hammerfest, Norway, where his mother still lives, more than 90 years of age, Mr. Jensen entered the Alaska herring business in the early 1920s as a principal in the Utopian Fisheries, operating the floating slatery and freezer *Donna Lane*.

His connection with the Oceanic Fisheries Co. dated from 1935. He is survived by his widow and a married daughter.

Fisheries Treaty Placed In Hands of the Senate

The Senate in June received from President Truman the International Convention for High Seas Fisheries of the North Pacific, with the request that it be ratified. The treaty was referred to the Committee on Foreign Affairs.

Favorable report without the formality of hearings appeared a possibility at presstime. On the other hand, obstructionists interested in blocking the treaty might demand a public hearing, which would probably prevent ratification at this session.

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From rockets to fish is the history of "Eshamy", a former landing craft converted to commercial use by the Copper River Co-op Company, Inc., operators of a floating salmon cannery on the Copper River Flats and Eshamy Bay, Alaska. "Eshamy" has been rebuilt to carry a can-forming line and to tow the floater from point to point in the company's seasonal operations. The vessel is powered with two sets of General Motor Quad Diesels and recently a Raytheon Mariners Pathfinder, Jr. Radar has been installed.

New-Born Shrimp Trade Takes First Deep Breath

California's shrimp industry, newborn this year, but without much vitality at the start, suddenly showed some signs of life off Avila.

Here R. G. Murdock and Russ West, partners on the 60' trawler *Grace H.*, rigged up a net based exactly on the design of the Bureau of Marine Fisheries, California Department of Fish & Game, went out, and hit shrimp.

The net used on the *Grace H.* is 18' across, 4' high, with a 1½' overhang. Drags are relatively short, a half hour plus or minus, and *Grace H.* has been bringing in about a ton or two tons of shrimp per day.

Principal buyer is the American Refrigerating Co., San Luis Obispo, H. Lee Holmes, manager.

The shrimp are running 65 to the pound raw, and over 200 to the pound cooked and peeled. American Refrigerating Co. is paying fisherman 15c per lb. Mr. Holmes has 35 women picking the shrimp and packing them in 5-lb. cans and freezing them. So far none of these shrimp have yet been put on the market.

Mr. Holmes and the fishermen in the area have formed the Morro Bay Shrimp Association. When *Pacific Fisherman* talked to Mr. Holmes the organization was so new that no officers had yet been elected. The members are the following fishermen: R. G. Murdock and Russ West, *Grace H.;* Lawrence Thomas, *Hornet;* Charlie Hagglund, *Azalea;* Tom Chatterton and Charlie Stevens, *Rio Janeiro;* and processors, H. Lee Holmes, American Refrigerating Co., San Luis Obispo; Jamieson Sea Food Co., and Ralph Horne and Walter Reitz, El Morro Oyster Co., Morro Bay.

Up to May 20 the Bureau of Marine Fisheries, Department of Fish & Game, told *Pacific Fisherman* that some 13,392 lbs. of shrimp had been landed at Morro Bay, and 1,507 lbs. at Fields Landing and Eureka.

In addition to the permitees for shrimp fishing mentioned in the May issue of *Pacific Fisherman,* the following boat owners and fishermen have been granted permits by the Department of Fish & Game: Freeman E. Arbo, Santa Cruz, *Anna Alma;* Bruce Burtschell, Crescent City, *Dungeness;* S. A. Holloway, Crescent City, *Lucena;* Victor Castagnola, *Cecelia,* Santa Barbara; Lawrence E. Thomas, Morro Bay, *Hornet,* and A. J. Blanchet, Long Beach, *Miss Prissy; Northern Isle,* Knut Pedersen, *Capitola; Roy C.,* Roy Clark, Fort Bragg; *Leona C.,* Henry H. Campbell, Eureka; *Marge,* Charles A. Paquette, Vallejo; *Kittie M.,* Marion A. Fahrig, Rutherford; *Katherine,* Travis Evans, Santa Cruz; and *Sunset,* Chester L. Hall, Eureka.

Early Trolling Light Off North California

Salmon operations out of Humboldt Bay proved somewhat sketchy during the first month of the season after the May 1 opening this year. Fair catches were being reported from Fort Bragg and other points along the north coast but no heavy runs or hauls had been noted at Eureka.

The market had levelled off late in May to 29c for large and 24c fo smaller size.

Halibut operations which als underway early in May failed to any sizeable catches, with only atively few craft engaging in field.

Meanwhile, activity centere crabs and bottom fish. Crabs co ued to pour into Eureka in large tities, while dragboat operations tained a consistent level of s production. Species of sole cont to top the bottom fish deliveries

A new enterprise was launche of Humboldt Bay recently Frank Springer, operator of Springer Sea Food Shops in Be and Oakland, brought his 65' *Head* to Eureka to work out of port, partially to supply his s The boat carries a crew of five is well equipped for extended cr and storage of catches taken at The craft is making headquarte the Fields Landing plant of the S Fish Company.

The boat *Mickey Sue,* form owned by Angelo Arbani and Ri Arbani was recently transferre new owners Lester C. and Supan, Eureka. Although regis at Eureka, the craft is expecte work out of Fort Bragg.

Eureka Fishermen Win Public Health Service

Humboldt Bay fishermen wo new service recently when an ag ment was reached with the U. S. lic Health Service whereby me aid will be made available to all ermen who can show they are gaged in the conservation and pr vation of marine life, operating a of five tons or over.

Charles R. Malloy, medical dir of the federal agency, represented government at a session held Eureka. Theo Weissich, head of fish company of that name, re sented the Eureka Chamber of C merce. Dr. Shiras M. Jarvis, Eur was named contact physician.

Deep-Sounding Recorder For Fishing Vessels

Bryant's Marina, one of Seat dealers for Submarine Signal F ometers, recenlly delivered four fits. Matt Ryan put a 200-fat Fathometer recorder aboard Alaska dragger and the General Company installed a 200-fathom corder on their tender *Tionic.*

Hundred-fathom Fathometer d indicators went aboard the tr *Aqua,* Chas. Wynter and J. L. Sh and the troller *Penguin,* James

Two Grays Harbor trollers, *Marie,* Jim Posey, and the *Elsi* have recently had Harbor Ma Supply, Hoquiam, install Fathom 100-fathom depth indicators.

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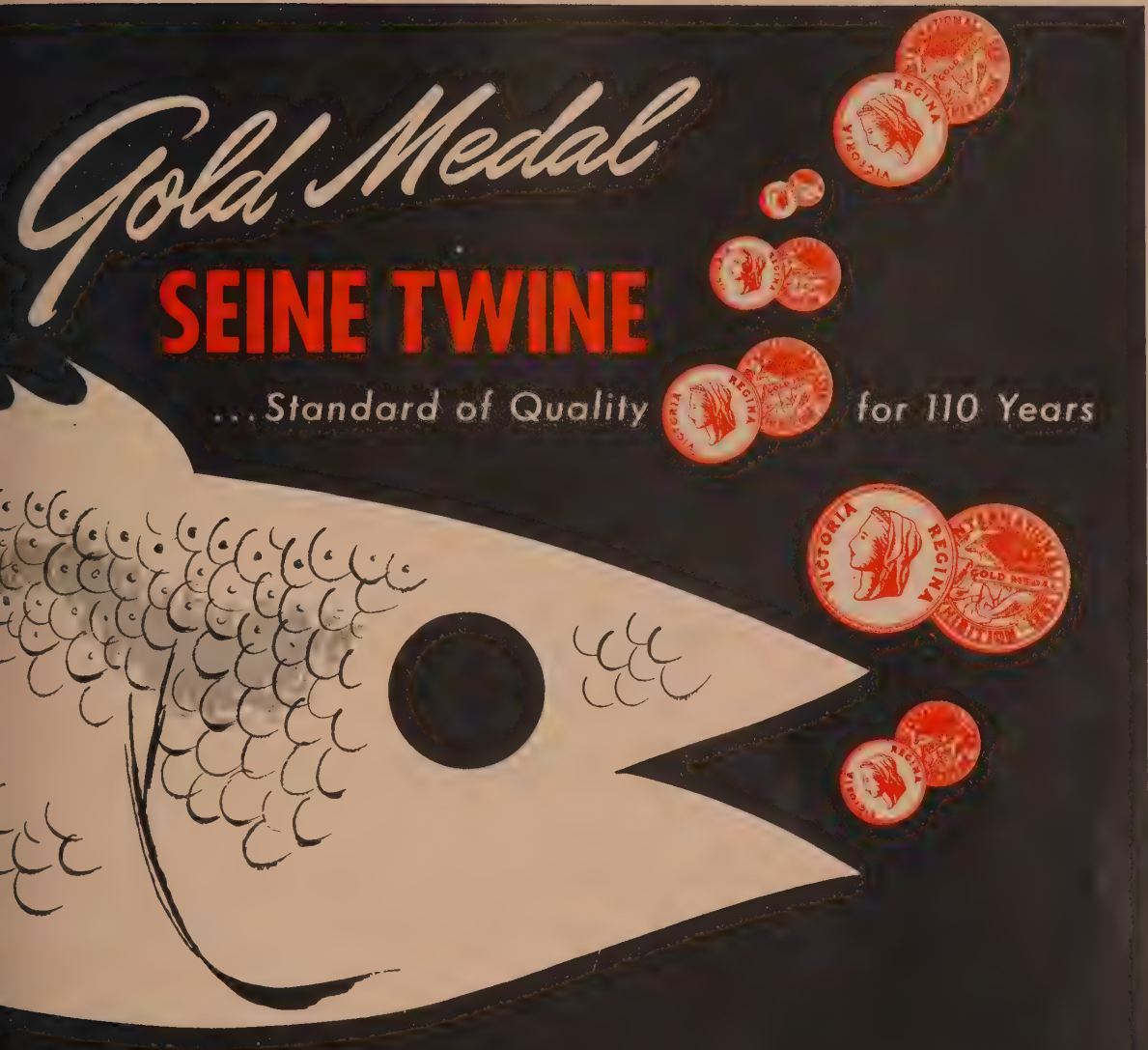

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s Landing—
rollers Find Catches
etter Than Price

- catches of salmon came into Landing Harbor after the sea- ened May 1. The fleet had ex- fishing for about a week in May off the Farallones, fol- by a week of scattered and fishing. About the middle of he picture brightened again as sh came southward and good were made off Santa Cruz.

season started off on a low vith 25 and 29c a pound offered ie catches. Prices then rose to d 34c, the higher price offered ie dressed fish. Later, the split ces was made at the 11-lb. mark e price dropped to 27 and 33c.

ıermen felt hopeful for a good ı Monterey Bay as the "spawn- ıave not appeared in any quan- et.

Yeoman and *"Huck" Huckler Twenty Grand,* and *Phillip Vella e Chief* brought in about two of salmon on their first trip out. g others who brought in pay were: *Carl Davis* on the *Ron- John Syfert* on the *Ruby II; Inderson* of the *Western Skies; Nygaard* and *Don Hitchcock* of *lver;* the *Roy Dulaneys* on their *Penguin; George Morris* on the *G.G.I.; Fred Sandness* and *Don Woodward Jr.* of the *Lincoln,* and *Bruce North* and *Mike Schroeder* of the *Judy II.*

Buyers this season at Moss Landing are: Mason Case & Co., of Moss Landing and Sausalito; Mike Antoncich, purchasing for Regal Fish Co. of Monterey; and American Freezer Co., of Moss Landing and Monterey.

Benny Kirchhof of the *Delle-Marie* decided not to fish salmon this year but has left on his boat for Alaska. He fished for halibut in Area 2 and in July he plans to come back to Moss Landing for the Albacore season.

* * *

Pete Lasich came from his home in Seattle to take out his boat *Daybreak,* which has been moored in Moss Landing all winter, After a few days on the ways in San Francisco, the *Daybreak* joined the salmon fleet.

* * *

The "mosquito fleet" at Moss Landing is out in full force again this season. While catches have not been spectacular practically every boat brings in some fish every day. To *Louis Freitas* of Hollister on his *Patricia Ann* went the honor of catching the first commercial salmon brought into the harbor this year. *Art Erwin* of the *Edith M.* hooked the largest one to date, 29 lbs. Other boats who fish daily in the Bay are: *Shrimp,* owned by Mr. and Mrs. *Clayton Hollinghead,* Fred Stellhorn's *Lillian;* Pat Twitt's *Liberty;* the *Sassy Hannah* owned by Dave Rackley and E. N. Purvin and fished by Stanley Haskins; Bill Tomlinson's *Croaker* and the *Joy-Lee* owned by Jack Daniels.

Floyd Forsberg Drowns

Floyd Forsberg, 36, commercial fisherman from Ridgefield, was drowned one night in May in the Columbia River near Bachelor's Island, nine miles west of Vancouver. The body was not recovered.

Forsberg was fishing by himself when his call for help was heard by his three brothers who were fishing in the same area in separate boats. When they reached their brother's boat it was empty.

Clair Forsberg, Ridgefield, said Floyd had just let his net out with exception of the buoy. It was assumed he slipped from the boat just before his cry was heard, possibly as the result of a heart attack.

Forsberg and two of his brothers, Clair and Howard, were employed by the Columbia River packers.

He is survived by his wife; three children, Jeanie, Floyd, Jr., and Sharon Lee; five brothers, Clair and Howard of Ridgefield, Ralph and Carl of Longview, and Robert, in the Army; a sister and his parents.

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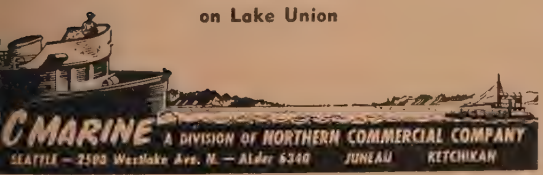
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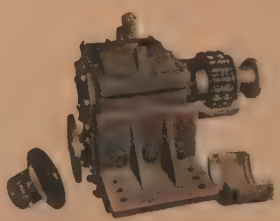
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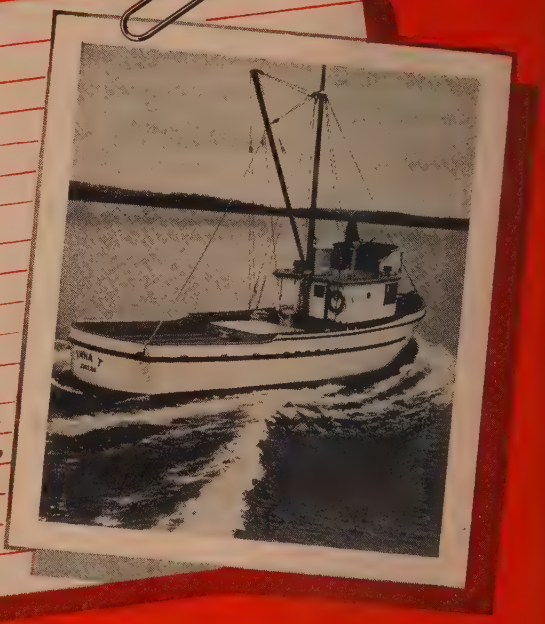
GM DIESEL
CASE HISTORY No. 509-20

BOAT AND OWNER: "Anna T," 42-ft. transom stern purse seiner owned by Norman R. Lauritzen, Unga, Alaska. Designed by Edwin Monk, Seattle; built by Grandy Boat Company in 1950.

INSTALLATION: 107 S.H.P. GM 4-71 Diesel turns 28" x 22" three-blade propeller through 2:1 reduction gear. Engine equipped with space-saving GM hydraulic reverse gear.

PERFORMANCE: Owner reports complete satisfaction in three years of operation. No repairs to date. Fuel consumption low, about 4 gallons per hour. Compactness of engine contributes to big pay load capacity (10,000 humpback salmon).



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au—

riking Fishermen Fish r Troller's Widow

neth Wingate, 36, Juneau car- who bought a troller this and had fishing plans, drowned ıy when the craft sank near as bridge during a storm.

en the United Trollers of Alaska on strike May 15 in a minimum dispute with buyers, not all of quit fishing. Instead, some sup- Juneau stores with as much ı as the public would buy— turned out to be about three more than normal—and the full price went into a fund for te's widow, Marie, and two children.

fishermen went back to work emselves 10 days later, having l on minimum prices. However, rices then current were 1c per above the minimum which had agreed to and 4c below what had asked.

. Wingate apparently was the inner in the strike. She received 4.

n Jones has a new mate on his t Juneau troller *Crest*. She is rmer Dorothy Wilson of Taco- hey were married in May.

rge Stevens this spring launched -foot gillnetter he built during inter. He named it *The Three* after his family of boys.

Take Light, Crabs Are Good

owing the opening of the n season on the northern Cali- coast, first catches were fair, perations continued somewhat ıy thereafter.

ong the first boats delivering at a were the following: *Robin,* Nord; *Rose H,* Ed Rosenberg; *City,* Ernest Lampella. The craft turned in about 500 pounds reka Cooperative Fisheries.

ial prices ranged from 22c for fish to 29c for larger salmon. rice, however, was described as ble and fishermen generally were ng a firming of the market be- aunching large scale operations. ıonth found the situation still led on that score, with the ma- of the fishermen remaining in

ınwhile, crabbers working out of a were reaping a rich harvest ; early and middle May, keep- ıoreside plants busy processing eavy catches. Many crabbers recouping from heavy losses in ment sustained during a heavy in late April, which destroyed ands of pots and other gear.

gging operations held well up rmal.

B.C. Sailing Craft Will Seek Albacore

At least two sailing craft may be fishing for Albacore out of British Columbia ports this summer—Bill Tellier's *Black Dog,* which operated in that fishery before, and the newly arrived 48′ ketch *White Hart,* owned by Mr. and Mrs. Anthony Bridges.

White Hart, powered by a Chrysler Crown with 3:1 reduction as an auxiliary, was built in the Grand Cayman Islands of West Indies mahogany in the hull, with pitch pine planking and guards of greenheart. The rigging is of stainless steel. The vessel was built on Grand Cayman.

Poor Fishing Closes Mexican Plant Temporarily

Reflecting the poor fishing along the Southern California and Mexican west coasts so far this year, the big sardine and mackerel plant of Pesquera del Pacifico, Sauzel was recently closed for two months.

With the opening of the abalone season in May the plant opened again, but sardines and mackerel remained very hard to find in profitable schools. This plant and the abalone cannery on Cedros Island are owned by General Abelardo O. Rodriguez, and the general manager is Francisco A. Morales, Jr.

This is the business end, or forming die, of the world's largest rope laying machine—a two-story device in American Manufacturing Company's, Brooklyn, N. Y. mill. It will shape a rope up to 20 inches in circumference—thick as a man's leg.

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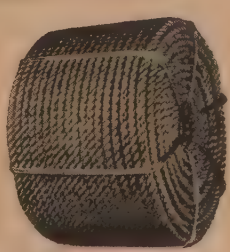

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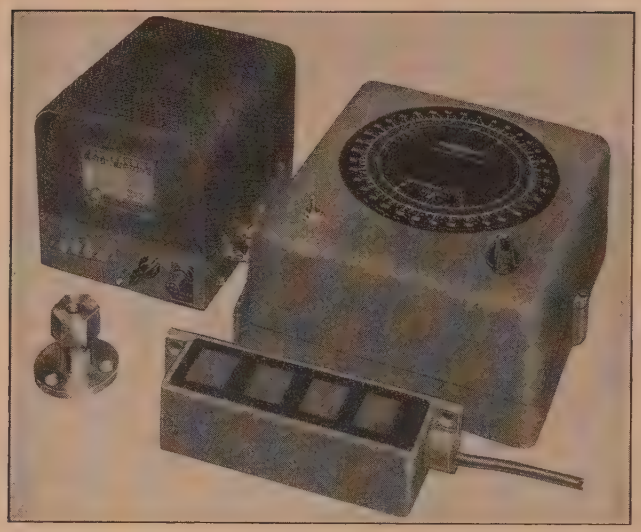

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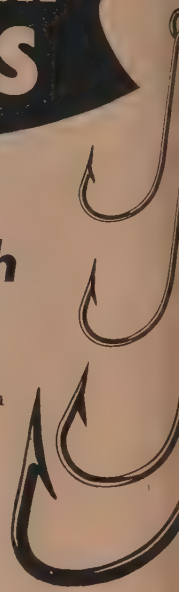

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n'. Frederick P. Fox,
ngeles photographer
ly took this shot at
Penasco (Rocky
, Sonora, Mex., where
is a tide range of
han 20 ft. The shrimp
nen calmly let their
settle on a sandy in-
se to the unloading
Mighty hard on hulls
superstructure, par-
ly on bottom paint.
annes, manager of
de Supply Stores,
Pedro, states many
o trawlers fishing out
ky Point are painted
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tive finishes.

uson Finds Shrimp Miles Offshore

commercial shrimp catch ever
at sea off the northern Cali-
coast was delivered to the
Fish Co., Fields Landing, early
by the converted shrimp boat
ee Cee, owner Kent Ferguson,
skipper Ed Cole. The 600 pound haul was taken about 30 miles west of Trinidad.

Following delivery, the shrimp were immediately processed and were widely sampled, among the first "tasters" being Mayor Robert H. Madsen, Eureka, Andrew Rosaia, president of the Eureka Chamber of Commerce and Richard F. Denbo, chamber secretary. The shrimp were described as the small species, similar to those common to central California coastal waters, and the quality was said to be excellent.

The initial catch was largely in the nature of an experiment, in order to determine the commercial feasability of exploiting the shrimp beds off the coast turned up last year by the California Division of Fish and Game. It was indicated that the experimental phase will continue, for the present, although the catch prompted wide interest among both operators and fishermen.

Skipper Cole said that he had both a 20′ and a 12′ trawl aboard and both were used. However, he said the smaller seine, with a 1½" mesh, proved more successful.

John J. Alfredson, 65, one time Grays Harbor fisherman, died June 2.

First Tagged Tuna Taken by Seiner

The first tagged tuna ever re-taken was caught by the purse seiner *City of San Pedro* off Gorda Bank late this spring. The fish had been tagged 10 weeks before by California Fish & Game biologists 100 miles northwest of Manzanello. The fish had travelled a straight-line distance of 325 miles from point of tagging.

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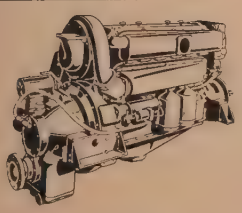

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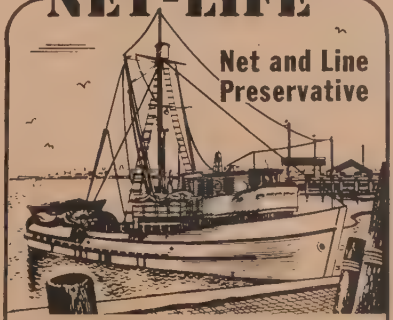

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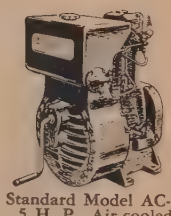

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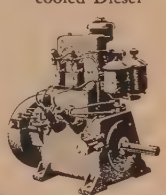

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x Dill Missing n Wandering Boat

37′ troller *Terrine*, owned and red by Richard H. Dill, Port es, was found running in circles e Quillayute lifeboat station in a catch of fresh fish in the hold sign of the skipper. The coast feared that Dill had fallen over- and drowned. Coast guardsmen he automatic pilot was set and gine running at full speed.

was last seen two days before he put into Grays Harbor for ut a neighbor, George Lewis, e had talked to Dill the next a radio-telephone. At that time, said, the *Terrine* was just south Harbor. When found the ves- atch cover was off and ice cov- fish in the hold had melted. men said the salmon probably en caught the morning of May cup of cold coffee was found in bin.

pilot mechanism had short- ed, allowing the rudder to turn dead ahead to hard over and g the troller to run in circles. *ncible*, Westport coast guard t, was delayed in the search it stopped to tow in the *Pat*, down off Westport.

65-foot dragboat **Franklin**, skipper **ant**, recently began operations for eka Cooperative Fisheries. Her first the company netted a haul of some ounds.

A new step in the evolution of the purse seine, particularly where the nets may be called upon to handle heavy catches, involving great strain on the corkline, is the employment of 30 to 40 fathoms of wire rope at each end of the corkline, where the line is subject to excessive strain and chafe. In this picture two crewmen of the San Pedro seine "Betty C" show the two eye-slices which link the vessel's manila corkline to the Wickwire cable employed at the extremities.

Al Brosio, formerly treasurer, National Steel & Shipbuilding Corporation, San Diego and now an insurance broker, recently returned from a trip to London where he conferred with Lloyd's on insurance rates affecting the San Diego clipper fleet.

The **Little Mike**, skippered by **Ernie Christian**, rescued two Seattle sports fishermen from the waters off Grays Harbor in June after heavy seas swamped and upset their sports boat. The couple, Mr. and Mrs. C. A. Beard were brought to Westport where they were treated for exposure and exhaustion.

The California Department of Fish & Game has installed a Bendix 50-fathom depth sound-recorder on its vessel **Broadbill**. The depth sounder was purchased from and installed by Marine Radio Electronics Co., Fishermen's Wharf, San Francisco.

To solve painting problems, ask your dealer or write for Hart & Burns' new booklet, "Yachting, Yak-ing and You."

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FOR SALE: Purse seine net. Length 245 fathoms, depth 31½ strips, 12 thread. In very good shape. $2,000. New power skiff, 16-ft., with 25-hp. Universal engine. $500. Turn table, $100. Write 2521 Maple St., Everett, Wash., or Phone BA 7745.

FOR SALE: 49-ft. diesel-powered halibut boat, suitable for seining or crab fishing. Equipped with radiophone, direction finder, depth recorder and halibut gear to start season. Built in '45, had formerly fished tuna. Further information write H. M. Grindle, Cordova, Alaska.

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FOR SALE: One conventional Pursing Winch with hardened gypsies forward and aft. Built 1951, Tacoma Boatbuilding. Used on six sets, practically new. Price $600. Communicate Blue Channel Corporation, Beaufort, South Carolina.

FOR SALE: Going marine and fishing supply business, Grays Harbor area, doing $75,000 to $100,000. Ideal for couple. For further information, write Box 106, PF, PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Wash.

FOR SALE: 37½-ft. Jig Boat. GM Diesel, 225-hp. 7-hp. auxiliary. Refrigerated. 6¾ tons capacity. Radio, direction finder, pilot. All equipment in excellent condition. $4,600. Write: M. H. Marow, 1114 S. Alfred St., Los Angeles 35, Calif. Phone: WHitney 6180.

FOR SALE OR TRADE FOR BOAT: Business building on Central California Coast. Going restaurant and living quarters, built for second story. Write Leonard Jacobsen, Rt. 2, Box 3566, Aptos, Calif.

FOR SALE: Power barge, "Mary". 65' x 24' x 8'. Twin-screw Chrysler 'Crowns with Chrysler aux., driving Freon ice machine. Will carry 80,000 lbs. of salmon under refrigeration. New cabin with galley, five bunks, etc. Price, $22,500. Located at Terminal Island. Contact Pan-Pacific Fisheries, Tony Bozanich, at Terminal Island, Calif.

FOR SALE: One 4 x 4 x 4 plywood bait tank; and one Niggerhead winch. Write Chas. C. Elliott, 1044 Locust, Long Beach 13, Calif.

FOR SALE: 51-ft. fishing boat "Escapade". 17-ton net. Graymarine Diesel, 165-hp. Good condition. 40-watt Northern radiophone. Direction finder, iron mike. $17,500. May be seen at San Rafael Boat Harbor or write E. C. Tibbetts, 13 Ancha Vista Ave., San Anselmo, Calif.

FOR SALE: "Jerry-Gewe", 39-ft. Built Eureka, 1937. Good condition. GM Diesel 271-hp, NEW 1950. Direction finder, 30-watt Hallicrafter, Kolstrand gurdies, Freon refrigeration. Prefer trade for larger boat suitable for passenger work or will sell for $8,000 cash. Write Harry Clamp, 2539 Bentley, Los Angeles 64, California. Phone: ARizona 91883.

FOR SALE: "Susan Jean", 48' x 13'10". Monk-designed, steel hull. Four years old. Completely equipped. Fuel 2200 gals., water 500. Atlas Diesel. Gross 31 tons. Sleeps 6. Halibut and tuna gear. Priced right. C. M. Negstad, 1322 S. E. Madison, Portland, Oregon.

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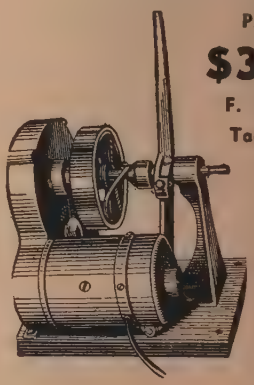
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...ma R.S., 100' veteran tuna clip-...undered in the Gulf of Panama, ...3, becoming the 13th hook-and-...o be lost since January 1. Capt. ...H. Silva and his Costa Rican ...of 12 were picked up by the ...r *Astorian* and landed at Balboa. ...clipper was built by San Diego ...e Construction Co. in 1928, and ...een continuously owned and op-... by Capt. Silva. On her, and her ...essor *Lois S* had been pioneered ...of the innovations which have ...long-range tuna fishing possible, ...as diesel-electric auxiliaries, ...c refrigeration, flexible shaft ...ngs, and many other improve-... Capt. Silva also has to his ... development of a fresh-water ... and a mechanical tuna catcher ... for awhile he used successfully ... *Emma R.S.*

...ater years, Capt. Silva had op-... the lost clipper in Central ...can waters, delivering his catch-...Balboa for transshipment to Van ... Sea Food Company. No details ...sinking were available at press-

...Pocket Seiner ...my B" Goes North

... 42' seiner *Jimmy B*, built by ...y Boat Company for James ... Petersburg left Seattle re-... for the North.

Jimmy B was designed by Ed-...onk and is powered with a 145-...rysler Royal. The seine winch ...pplied by Kolstrand.

...e R. Batina was married early in ... Rose Marie Botich at San Pedro. ...de is the daughter of Mr. and Mrs. **...Botich.** Following the honeymoon ...legroom entrained for overseas duty ...e army.

Musical Memories Theme For Fishermen's Fiesta

"Musical Memories" is the theme chosen for the 1952 Fishermen's Fiesta, scheduled for September 19-20-21 at San Pedro. Dorothy Evanisevich, secretary to the Fishermen's Cooperative Association of San Pedro suggested name and pointed it up with illustrated posters and decoration suggestions.

As winner of the theme Miss Evanisevich will be honor guest of the fiesta committee during the annual celebration. Fiesta Chairman this year is John Real, general manager of the CFA, but the committee ruled his secretary's suggestions were so good, they could not rule out her entry.

"Personal Use" Limitation To Have Court Test

Validity of Alaska fishing regulation limiting "personal use" fishing with commercial gear within 48 hours of a commercial season is to be tested in Federal Court. Steven V. Hotch, Klukwan Native, appealed a U. S. commissioner's decision holding him guilty of a violation and fining him $100.

Through his attorney he admitted taking salmon in defiance of the order, but claims the order is subservient to a provision in the regulations that "no authority shall be exercised to prohibit the taking of fish for local food requirements or for use as dog feed."

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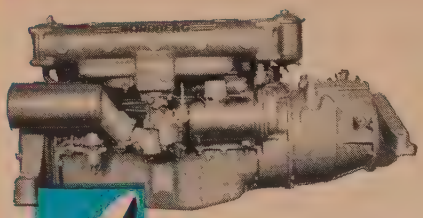

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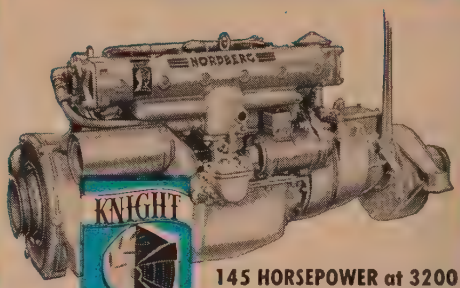

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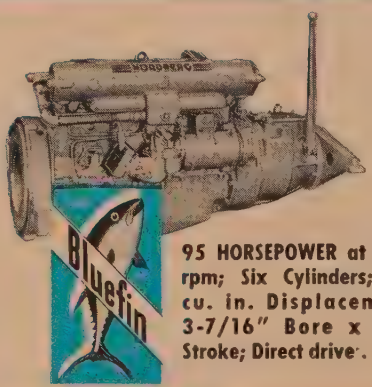

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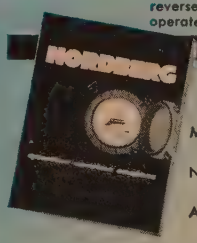

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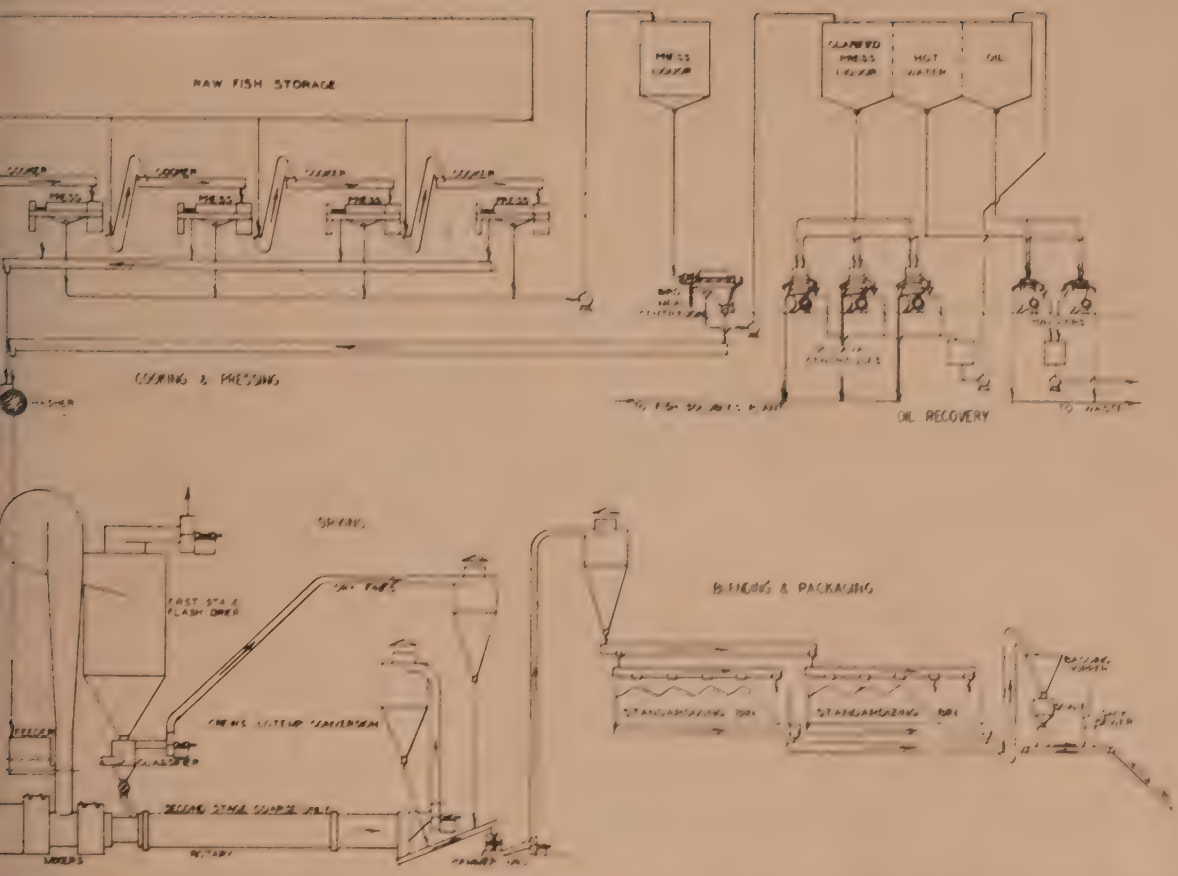


ed flow sheet of French Sardine Co. in reduction plant No. 1, in which an unusually effective low-erature drying system was installed for maximum recovery, with the highest quality, as an answer to the acute competition which fish meal is now encountering in the feedstuffs market.

ow-Heat Drying is French Sardine nswer to Fish Meal Competitors

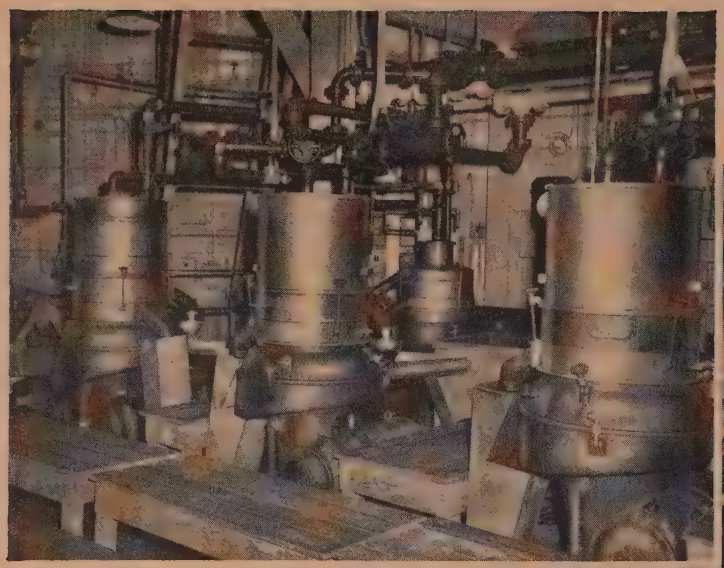
n the new French Sardine ny's reduction operations at No. 1 were completed recently nnai Island, Nicholas F. Tru- production manager, told Fisherman. "We feel low-ature drying is the answer to r quality of meal. Now we are ring the problem which is the al part of fish meal used for feeding."

new French sardine installa- ping on a Crown ReTemp r drying tuna and sardine ma- does not permit the tempera- individual meal particles to go 0 degrees F. The first stage is flash drying by high velocity air. Between the first and second stage there is an air flotation classifier which diverts dry fines to the cooling phase, while the coarse unfinished meal drops into the rotary drier. The dry fines have been in the drying process less than one minute. In the second stage coarse material (moisture content about 25%) is passed through a "detention drier" (a modified rotary).

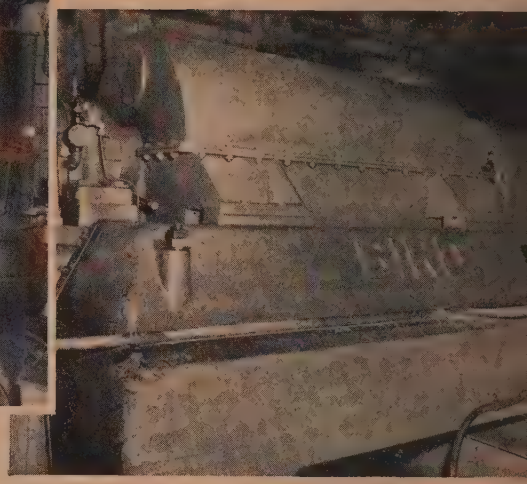
The French sardine laboratory tests under the direction of Robert K. Pedersen show more yield as a result of the installations in the new plant. French officials point out that today the poultry feed industry market has become extremely competitive, due largely to the introduction of synthetic vitamins, amino acids, and antibiotics. Since amino acids can be destroyed or altered by high temperatures, the low temperature system was chosen as French's answer to a better quality of meal.

Verbal Flow Sheet

A step-by-step description of the new reduction plant begins with the raw fish entering four cookers, thence to the four presses to remove the press liquor, which is collected and pumped to a storage tank which at



"Nozzle-Matic" Separators in the foreground Polishing Oil Purifier center, rear.



De Laval-Bird Continuous Meal Recovery Centrifuge

At Terminal Island

DE LAVAL Equips the French Sardine Company

Centrifugal separators at the new Terminal Island plant of the French Sardine Company are supplied by De Laval. The De Laval equipment, which replaced an inefficient settling tank system, includes the following:

De Laval-Bird Continuous Meal Recovery Centrifuges

Two of these machines are installed; one having a capacity sufficient to handle the press liquor of 30 tons of sardines per hour; the other, 15. These machines effect maximum recovery of meal from press liquor.

De Laval Model AC-VO "Nozzle-Matic" Separators

These De Laval "Nozzle-Matic" Fish Oil Separators recover the oil from press liquor more efficiently than any other machine. They operate for exceptionally long periods before cleaning is necessary, and during the entire long run the same high efficiency of separation is always maintained. Both the yield and the quality of the oil recovered by the "Nozzle-Matic" Separator are superior.

De Laval Fish Oil Purifiers

For final purification and "polishing" the oil, De Laval Oil Purifiers are used. The fish oil discharged from this final centrifuging operation is clean and bright and entirely free of moisture.

DE LAVAL

DE LAVAL PACIFIC COMPA
61 Beale Street, San Francisco 5, Califor

FISH OIL SEPARATORS

tant rate feeds the DeLaval-entrifugal meal recovery ma- the first machine of this kind fishing industry on the Pacific At this point suspended fines moved and the clarified press pumped to storage tanks for oil ion.

fines removed by the DeLaval-achine are re-introduced im-ely after the hasher and mixed e ground press cake. The clari-ess liquor is heated to a prop-ntrolled temperature for pri-eparation by DeLaval AC-VO il Separators.

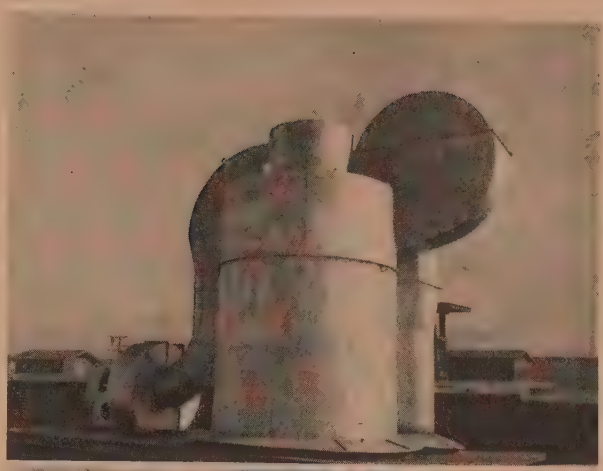
ary separation stage effects te removal of all oil from the quor. Separated oil is pumped nk prior to polishing, which is lished by DeLaval Fish Oil rs, producing a moisture-free able of long storage without ration and build-up of free cids of rancidity.

water is pumped by under-piping to the Pacific Process-plant for processing into con-fish solubles.

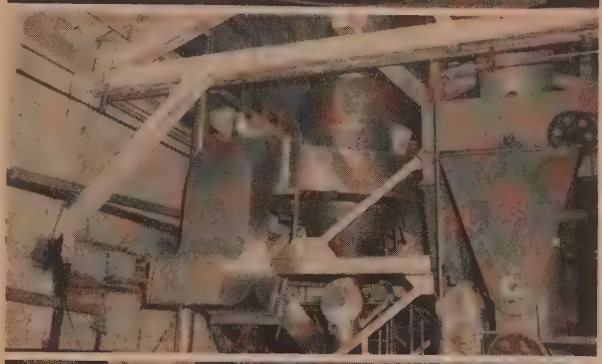
Drying Phase

cake is passed through a hash-h breaks it up into fine par-mixed uniformly with fines e DeLaval-Bird extractor. This l enters a taper tube, which irst step in the drying under ws LoTemp drying cycle. At nt the meal comes into con-th high velocity air at ap-tely 600° F. The meal is par-ried at this point, and is then through a ram's horn connec-o the flash drier, in which the allowed to circulate freely tle through an air flotation r so constructed that fine par-hich need no further drying ried over into a separate cy-r mixing with the meal from stage drying.

portion of the meal not re-by the classifier is primarily vier and coarser material of 25% moisture content. It nto a rotary drier which now n converted to a detention ince the volume of material n reduced through classifying as partial drying, the temper-the air entering this phase only 400 degrees F as com-ith the 1800-2000° tempera-eated in direct-flame drying. temperature air used in the ges is obtained from mixing s into which hot gases from ace are diluted with a con-mount of cold fresh air. The at this point is very precise ccomplished by a system of actuated by motors con-by thermcouples located at discharge points of the two hese controls correct for load ons, preventing any material rned by excessive tempera-



Discharge end of second stage rotary drier, showing the exhaust cyclone for the gases from the second stage. Middle rear is fines cyclone.



View of the top of the cyclonic drier with the taper tube (on the right, rear). On the left is the exhaust blower for the hot gases from the first stage.

View of the Crews classifier which separates dry fines, previously dried in flash cyclonic drier, from coarse, semi-dried particles which pass through and enter second-stage rotary drum.

Meal Fines From Foots By Continuous Spinning

The material leave the second stage at approximately 10% moisture content and as it is transferred from the drum drier, is mixed with the fines previously separated at the classifier before going. The mixed materials go to a hammermill for grinding to uniform particle size. Meal is then placed in bins for blending and curing prior to sacking. There are four bins, the capacity of each 30 tons or 600 sacks.

The DeLaval-Bird Continuous Centrifugal Meal Recovery Machine in French No. 1 (another was recently installed in French No. 3) was supplied through the DeLaval Pacific Company. It is capable of handling press liquor of 30 tons of sardines per hour (6,000 gph.). The rotating centrifuge bowl is turned at 2400 rpm. by a 50-hp. motor. Centrifugal force within the bowl causes the very high protein fines in the press liquor to be compressed against the inside of the bowl. An internal differential speed screw conveyor further compresses the meal to a state of partial dryness while moving it to a point of discharge from the rotating bowl. Its design incorporates a pressure lubrication system with sight feed glasses for the main bearings. A special press-down reversing switch enables the operator to flush down the inside of the centrifuge bowl after a run without disassembling the machine.

DeLaval-Bird Continuous Centrifugal Meal Recovery machine for removing fines and press liquor from sardine and tuna reduction is pictured in the upper photo. Capacity is 6,000 gph. The machine is installed at French Sardine Co. reduction plant No. 1. Another DeLaval-Bird, smaller in capacity, is working at French plant No. 3. In the picture below, are three DeLaval AC-VO Fish Oil Separators. In the background are DeLaval Fish Oil Purifiers.

Fines Recovery Efficient

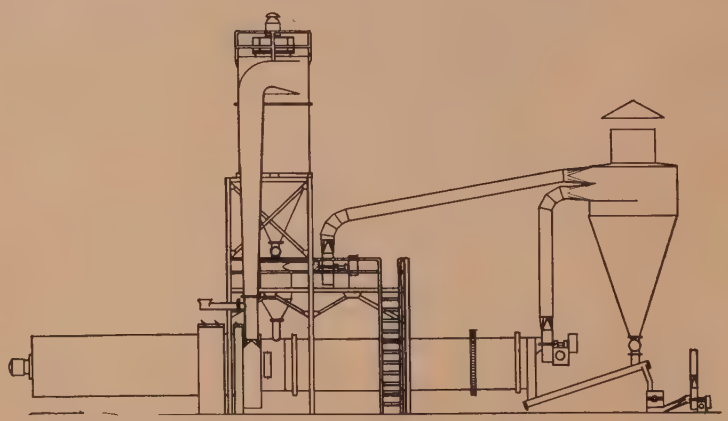
High-protein fines of fish me stitute from 6 to 12% of th liquor fed into the DeLaval-Bi centrifugal reduces solids to le 1%, which is substantially bett previous processes. The yiel sardine meal fines at between 60% moisture and close to 80 tein. This high protein meal tinuously mixed with press c fore introduction into the Cr Temp drier.

The efficient recovery of fine bined with the safe, low-temp drying means an addition of 2 protein units per ton of meal French Sardine Co. and has engineering and building of t plant, in the opinion of the dor officials. The value of sales proved quality is obvious.

The DeLaval-Bird recovery n in French No. 3 is capable of h 3000 gph., sufficient for 15 sardines or 20 tons of tuna liquor per hour. The oil reco piped by overhead to French

The cookers and presses w built by Standard Steel for app to the new plant and new D Bird and LoTemp machinery.

The electronically operate chart recorder for controlli drier fire box temperature is a co 7001C "Capaciline Capacil strument. Two Wheelco Mod Capacaline Capacitrols indica control temperature of the tw pering zones of the drier in the LoTemp cycle. The plant layo designed and installed under vision of Vince Marich, Frenc dine's chief engineer. Manager fish division is Joe Hickey.



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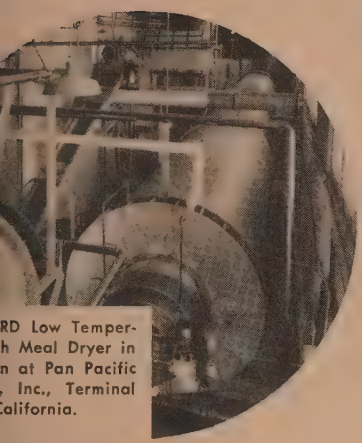

RD Low Temper-
h Meal Dryer in
n at Pan Pacific
, Inc., Terminal
California.

A new and more efficient method of drying fish meal! As you might expect, it is a *Standard* development. For Standard has maintained its position of leadership in the fish processing industry for nearly half a century by consistently being first with the latest.

2% PROTEIN GAIN — 2½% MEAL GAIN

By actual laboratory tests, Standard's low temperature drying increases protein values at least 2% and yield of meal 2½%. Particles never heated above 160° F. — no scorching — no burnt odors.

Write today for full descriptive literature on low temperature drying and Standard Fish Meal and Oil Plants, Fish Canneries, Component Parts. World-wide installation and service.

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Pacific Coast Fish Products

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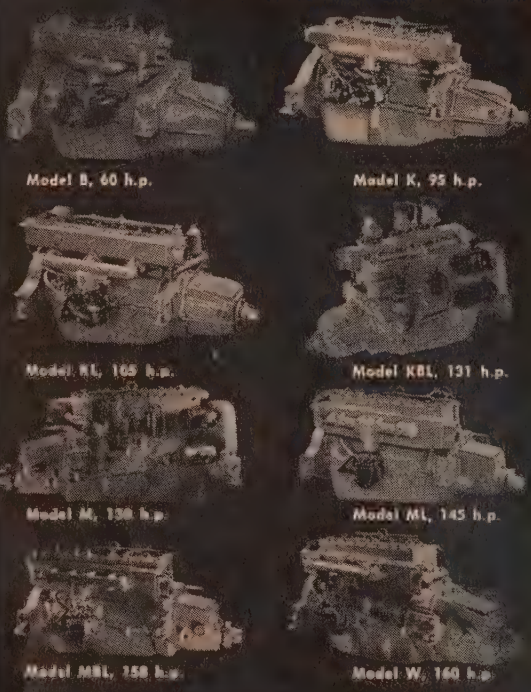
For any marine purpose . . .

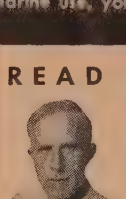
CHRIS-CRAFT MARINE ENGINES

. . . are the world's best buys!



RUGGED Chris-Craft Marine Engines are specially built for marine use. Year after year, they provide superb performance, are economical, dependable, trouble-free. Chris-Craft Marine Engines are available in 60, 95, 105, 130, 131, 145, 158 and 160 h.p. Reduction drives and opposite rotation available for most models. For any marine use, your best marine-engine buy is Chris-Craft!

READ WHAT USERS SAY!



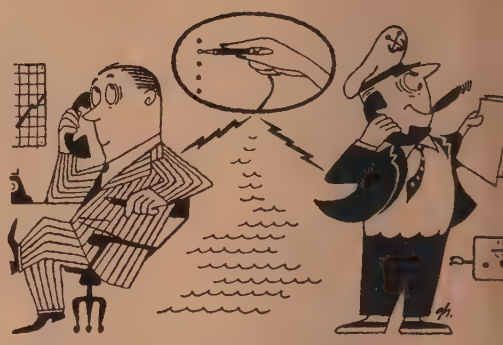
Blaine Stubblefield

"My *Chief Joseph*, powered with two Chris-Craft Marine Engines, is the first passenger vessel ever to run Hell's Canyon," writes Blaine Stubblefield, Weiser, Ida. "We travel Snake River 212 miles, Weiser to Lewiston, through this continent's deepest gorge and toughest rapids. We ship water, dousing the engines; run full-throttle in shallow mooring, churning gravel that chews our propellers; and gun the engines through 15-ft. swells. Yes, Chris-Craft Marine Engines are the world's best buy!"

Fishermen! Chris-Craft Marine Engines can stand the gaff of tough, commercial operation and give you economical, trouble-free service! Ask your marine dealer, boat yard or boat builder for data, or write for FREE catalog.

Chris-Craft

MARINE ENGINE DIVISION
CHRIS-CRAFT CORPORATION, ALGONAC, MICH.
WORLD'S LARGEST BUILDERS OF MARINE PRODUCTS



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OOD FISH
ARKETING
n of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

--July 1952

na Recovery Achieved Clamps on Producers

the condition of the South-fornia canned tuna industry idered favorable in June, the had been achieved by ab-ircumstances and at terrific ne fish producing elements of stry.

ories were reported very low er got under way, and there eal shortage of the canned It was estimated in early re wasn't a million cases in ds. Sales were brisk, with m (although there were the e "deals," which plague the ustry, cropping up here and

ons were better, but why? oduction had been materially for the first five months of 42,000 tons, against 51,000 951, and 56,000 tons the year at.

as caused by reduced sail-he latter part of 1951, and ry of this year, and to a below-normal fishing condi-all elements of the Southern a fleets.

s summer began, it appeared stry needed raw material to e growing shortage, but, as , reports from the southern re that catches were rapidly ing normal. With 127 hook-s at sea on June 1, and more good-sized seiner fleet still , and a couple of thousand boats poised for opening of core season some time in late uthern California tuna can-*uld* have plenty of raw tuna e at all.

that happen—and it may—l be a "collision" between stic fleets and the ever-in-tonnogae of raw imports. will get hurt, and it'll be stic fishermen and vessel

e first five months of 1952, orts from Japan and Peru ,770 tons! Last year for the od it was 6,202 tons, and for 1,882 tons. Thus, 1952 to ows the imports of raw tuna 260% above 1950. Had the fleet been operating under normal conditions, this could only have meant one thing: disaster!

It is of interest to observe the raw imports for May: 1,575 tons was Albacore from Japan, which also sent 20 tons of Skipjack. The balance was 633 tons of Yellowfin and 256 tons of Skipjack, these figures being for Southern California only. Thus, with the southland canneries receiving 14,-539 tons in May, 18% of it was raw imports.

Seavey & Flarsheim Get Whitney & Co. Account

Appointment of Seavey & Flarsheim Brokerage Co. as brokers for Whitney & Co., salmon distributors, in a number of centers of the Middle West was announced in June by Sam Rubinstein, Whitney president.

Seavey & Flarsheim are old-line, well-established food brokers with long experience in salmon selling. They have branches in Kansas City, St. Louis, Minneapolis, Des Moines, Davenport, Wichita and Sioux City, and will represent Whitney & Co. in all of those markets.

Guy Wilson, vice president and sales manager of Whitney, points out that this firm had the selling of the second-largest block of salmon produced in 1951 by any firm and its American affiliates.

Early Pack and Carryover Meet in Mid-Year Market

Canned salmon markets as this was written deep in June were a mighty uncertain subject.

A little salmon was being sold from 1951 packing. A little salmon was being packed from the 1952 run. All hands, packers, sellers and buyers as well had their eyes fixed on the new pack, its size, cost and consumption.

Pinks? Rated "sloppy" by the realistic. Nominally $21, but available down to $20 without anyone crying they were being robbed.

New-pack Copper River Socks? Quoted by some owners at $30 for talls, $18.50 for halves as this was written, protected for 30 days against seller's own decline. Another factor declined to name a figure until he had seen the goods, had them inspected and ready to ship.

Other items? Some weakness developed in June on Coho talls, and they could be had down to $21 for not-the-best quality.

Alaska Red halves canned from frozen stock in June generally were priced at $16.50, with indications that orders in substantial quantity might earn a discount.

Price consciousness on the part of consumers is currently so acute that it's worrying distributors, they say. "The high-priced can doesn't sell, no matter how good the contents, how famous the brand, or how favorable the price comparison with fancy cuts of meat," one realistic merchandiser reports. "If it's priced high it's shelf-bound."

Southern California Canned Fish Prices

Quoted f.o.b. Pacific terminals at press-time.

TUNA

Advertised Brands:

White Meat, Fancy	$17.50
Light Meat, Fancy	$15.00
Light Meat, C&F	$13.50
*Grated	$10.25 to $10.50

*Secondary Labels.

Private Label:

White Meat, Fancy	$14.00 to $14.50
Light Meat, Fancy	$13.00
Light Meat, Standard	$12.00
Light Meat, C&F	$11.00 to $11.50
Light Meat, Grated	$10.00
Dark & Light	$8.00

MACKEREL

Pacific, talls/nat., 48	$8.00
Jack, talls/nat., 48	$7.25

"Whitney's" Canned Salmon Family Featured in Vigorous Campaign

Whitney & Co., Seattle salmon brokers, this summer are embarked on an intensive, promotional campaign based on its famous "Whitney's" brand, redesigned and adapted in four versions through color variations to Reds, Cohoes, Pinks and Chums. Merchandising objective is the advancement of "Whitney's" canned salmon family as a whole.

By having a single label applicable to all its principal products, Whitney & Co. seeks to achieve the cumulative effect of its promotion through the years and on all its grades, building up consumer acceptance in favor of "Whitney's" salmon, regardless of variety.

The four labels are alike to the extent that each is topped by a broad band of red, below which is a ribbon of white bearing "Whitney's" in strong letters. Below is the key color for the variety—Alaska Reds, deep blue; Medium Reds, light blue; Pinks, a red band; Chum, or neutral, black. A conventionalized salmon in outline plunges down the can behind the brand name. The same general design is adapted to halves in all four varieties.

Little recipe folders, bearing eight recipes for use with all varieties were attached to the can tops when the introductory campaign on the new package was launched in four test cities—Omaha, Louisville, Huntington, W. Va., and Evansville, Ind. Newspapers, radio and television were all employed, emphasizing the theme and thinking behind the campaign: "Whitney's—a quality canned salmon family, under one label."

An unusual mailing piece introduced the campaign to retailers in the cities where it was featured. Information about the new labels featuring the "Whitney's" brand, the campaign, and dealer helps were all sealed in a 1-lb. can bearing the "Whitney's" Red salmon label. This was mailed to each retailer in a transparent polyethelene bag which said. "There's only one way to find out . . . open this can." The cans were mailed first-class—at 15c each.

Sam Rubinstein, president of Whitney & Co., indicated general satisfaction with the early results of the promotion, and that it would be extended later this year to additional markets.

The label designs and the promotional campaign were worked out by The Burke Co., Seattle, Whitney & Co.'s advertising agency.

Nielsen Promotes Brands

Earl M. Nielsen, former president, Caltuna, San Diego, has returned from a business trip to South America. He is now engaged in the sales promotion of his two tuna labels, "Nielsen's" and "N&R." While head of the California Tuna Canning Company, Mr. Nielsen built up a considerable market acceptance for these two labels in certain of the national markets. He will in future engage in brokering these tuna brands.

Canned King Crab, American Pack, Offered

Several packs of canned King crab, all of American origin and packing, are being offered on the Seattle market this summer. Included in these are crab from Sea Island Packing Co., Kodiak; Parks Canning Co., Ivanoff Bay; and Capt. J. E. Shields' floater *Nordic Maid,* en route back from Bering Sea as this was written.

The King crab is being offered at $32 per case of 48 standard halves.

Sundown Sells Salmo Direct to Consumers

Sundown Fisheries, operate Luketa Family, Seattle, with t tol Bay freezership *Sundow* principal property, resort spring to direct-selling of salmon to the consumer, ad Alaska Red halves, canned f Sundown's frozen pack, at $1 case of four dozen; or $9.4 2-doz. case.

This sort of selling was rem of the time during the depre 1920 when the Seattle Union a radical labor newspaper, so on by the case direct to the co Last fall in San Francis I.L.W.U. fishermen's branch a Albacore by the fish on the front there.

Canned Crab Market Firmer in Tone

Firmer tone in the cann market was reported by dist in June. A good deal of m standing of the market s arose from the can sizes of result of the introduction o halves" this spring.

In general, operators belie the tuna tin would continue headway as the container f although there were some repo packers were shifting back.

Ivar Wendt, Seattle distrib ported "Pacific Pearl" cann continued to be priced firmly s per 24 standard halves.

Where it had been possible to buy tuna halves of canned $12.50 for 24, sellers at press ported firmer tendency, which unlikely that this figure c duplicated.

Harry E. Petitt, manager, easter goods sales for Parrott & Co., S cisco, for the past 20 years, has that position. He will announce for the future shortly.

A QUALITY CANNED SALMON FAMILY
UNDER ONE LABEL—FOR EASIER MERCHANDISING

. . . the label backed b
ADVERTISING
and a planned
PROMOTION

WHITNEY & COMPANY, CENTRAL BUILDING, SEATTLE 4, WASHING

Fisheries Buys n-Schulman Firm

Greene, president of Morris , Inc., Chicago, announced he purchase of Stamm-Schul- o., internationally known dis- and seafood brokers. In the on, Morris Fisheries acquires ne name of Stamm-Schulman any and to all the company including the popular "Fas d "Hi Top" brands.

W. Schulman, former Schulman partner, was ap- general sales manager of isheries expanding facilities. ne, commenting on the mer- : "In the acquisition of the Stamm - Schulman operation appointment of Mr. Schulman general sales manager, the isheries plan of modernizing ibution of seafood products nother step forward. Mr. n's wide acquaintance and ge of the industry and its is an invaluable asset to isheries."

hulman said: "Morris Fish- nciple is to market seafood ng that will allow the lowest

ned Salmon and Tuna
actors for 32 Years—

GOSSE COMPANY
1800 Exchange Bldg.
Seattle 4, Wash.

S. I. Greene of Chicago, a leading figure in American fish and shellfish distribution, this month moves Morris Fisheries, of which he is president, into much larger quarters, situated at 734-740 West Fulton St. This is the property occupied for some time by Atlantic Fish & Oyster Co., but greatly improved and modernized for Morris Fisheries' occupation. Mr. Greene recently completed arrangements for his firm to be exclusive U. S. importer and distributor for "Eskimo" brand fillets, packed in Grimsby, England. Morris Fisheries is one of the largest factors in the Middle West in the marketing of Pacific halibut and salmon.

income groups to be purchasers. It is our hope that with continuing improvement of service, and efficient merchandising, we will attain our goal, and will earn the right to be known as the largest firm in the seafood industry."

The general offices of Morris Fisheries, Inc., will be moved into larger, newly redecorated quarters at 740 W. Fulton St., Chicago in the very near future. This will then become the headquarters of the Ho-Ma Packing Company, Irvington Fish & Oyster Company, Stamm-Schulman & Company, as well as Morris Fisheries, the parent organization. In addition to "Fas Froz" and "Hi Top" brands, the present line includes "Morris" halibut and salmon, "King Carter" and "Irvington" Oysters, "Ho-Ma" Shrimp and frozen fillets; "Eskimo" imported frozen fillets.

"Surf-Kist" Tuna Brand Switched to "Surf Mist"

Informed by the Federal Trade Commission that it supports the view of the French Sardine Co. that the "Surf-Kist" label on imported tuna infringes upon French Sardine's "Star-Kist" brand name, Fan-Sea Foods Distributors, Seattle, are replacing their "Surf-Kist" label with a new brand name—"Surf Mist."

The company's label has been widely used on imported tuna packed in brine.

Willapoint Wins Right To Willapoint Label

Legal title to the brand name "Willapoint" rests with Willapoint Oysters, Inc., Federal Judge W. J. Lindberg held in an interesting label case decided in Seattle early this summer. The action was brought by Bay Point Oyster Farms against Willapoint Oysters, Inc., in which it owns 45% interest, seeking the right to use the label.

Warren Boyd, Boyd-Collins Co., San Francisco sea food factors, was being greeted by his host of friends along California street, following a long and severe illness.

COLUMBIA RIVER PACKERS ASSOCIATION, INC.,
ASTORIA, OREGON

Halibut Imports Affect Pacific Coast Markets

Imported halibut again this spring exerted some effect on the prices paid to the Pacific fleet when fishing resumed in May, although its influence is evident principally when buying is for freezing purposes.

Import trade in the past six months, however, has been largely from Europe. Fresh imports from Newfoundland and other eastern Canada sources this spring have not been as heavy as they were in the spring of 1951, and have been far below the surprising landings of 1950.

The European imports (including Greenland) have been substantial, particularly when it is recognized that a substantial part of the total has been in the form of frozen steaks.

Reports for the last quarter of 1951 and the first quarter of 1952 show halibut imports from European sources as follows:

Iceland, whole fish, 578,025 lbs.; steaks, 608,000 lbs.

Greenland, whole fish, 306,241 lbs.
England, steaks, 24,550 lbs.

Norway, Sweden and Denmark, 166,766 lbs.

This aggregates 1,683,582 lbs. The imported fish are reported to have sold in New York, laid down, duty paid, as low as: whole fish, 24c; fillets, 29c; steaks, cello-wrapped, 34c.

Mexico's Pacific Shrimp Trade on Light Side

Mexico's Pacific shrimp production was light in early May; so were sales, both east and west. General feeling was the high price of the product was holding down sales to immediate requirements. Under-15 shrimp was quoted in Los Angeles at 85c per lb.; 16-20, 80c; 21-25, 70c; 26-30, 60c; 31-42, 53c, and 43-65 at 45c.

Producers below the international border were still trying to get into full production after the compulsory month's lay-up for conservation purposes March 7 to April 7. Production crossing the border in April did not exceed 500,000 lbs. fresh and frozen.

U.S. importers in Southern California did not expect large quantities now until next season starts, which will be August 1 for bay net casting; October 1 for open sea trawling. In May the Mazatlan district was improving; production from the Salina Cruz district was beginning to appear in local markets.

Japanese Albacore Sales Are Active

Import sales representatives in June reported active business in Japanese Albacore for shipment from Japan later this summer. Sales have been made all the way from $340 to $385, c.i.f. Pacific Coast ports.

Massey Handles Sale Of "Blue Sea" Line

Harold Massey has rejoined ern California Fish Corporati minal Island, producers of "Bl canned tuna, sardines and m as sales manager, according t nouncement by Larry W. president. Mr. Massey last y export manager and just pre severing his connection with nery had made a sales trip the world.

Pacific Treasure Co. Will Wholesale Fish

A new fishery products wh distributor firm entered the the Pacific Northwest early th mer with the organization of Treasure Co. by George Dun Robert Nelson of Astoria.

They will operate refri trucks throughout the Pacific west states, handling fresh an fish primarily, but carrying articles also.

"Packed with the Wiggle in its tail"

NEW ENGLAND FISH CO.
Seattle, Wash.
Since 1868
Producers • Packers • Distributors
Canned • Fresh • Frozen • Seafoods

C. F. BUELOW COMPANY INC.
Distributors
Alaska and Puget Sound Canned Salmon
Crab Meat and Northwest Tuna

MAIN 4464
Smith Tower, Seattle 4, Wash.

ROBERT L. STIX, INC.
Sales Representative
CANNED & FROZEN FISH & SEAFOOD
260 West Broadway, N. Y. 13, N. Y.
Tel.: WOrth 2-7525 TWX: NY 1-625

Quality
Pink Salmo
KELLEY-CLARKE CO.
2460 6th Ave. S.
Seattle 4, Washington

Quality Always

FOR many years the canned salmon industry has utilized its resources to give consumers a better product constantly improving production and distribution methods.

Today, the industry offers with pride a consistently fine basic food that is rich in nutritional value, appetite appeal and adaptability to modern mealtime needs.

A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

PACIFIC AMERICAN FISHERIES, Inc.
South Bellingham, Washington
"Quality Always"

Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham

The kind of modern vessels serving the Keku Canning Co., native-owned operation of Kake, Alaska, appear in the upper pictures. On the left the tender "Sally S" against the background of the Kuiu Island hills, with the peaks of Baranof Island dimly at the right. "Progressive" is loading her seine out the gear warehouse above the cannery office. Note the Tlingit tribal painting in the gable of the cannery building to the left of the seiner's masthead. The Organized Village of Kake owns traps, and a part of the cannery's fish come from that source, as well as from the seiners owned by individuals. The lower left photo shows one of the traps, while at the right is an active scene as seines are loaded. Upper insert is W. S. Olsen, company manager; and the lower insert is Lloyd Olsen, cannery foreman. The men are not related.

KEKU CANNING

The Once-Warlike Kakes are Salmon Canners Nov

Keku Canning Co. is one of five Southeast Alaska salmon operations owned by Alaskan Native communities.

Organized under the supervision of the Alaska Native Service and the Department of the Interior, these community canning concerns have acquired valuable properties by founding or purchase.

These companies generally have trap sites and depend upon that source as well as native-owned purse seines for their fish supplies. Their operations enjoy valuable tax exemptions which put the Native companies in a particularly favorable position in competing with private enterprises.

The Keku cannery was one of the early ventures in Southeast Alaska, originally being built by the Sanborn Cutting Co.; subsequently sold to Alaska Pacific Salmon Corporation; and finally to P. E. Harris & Co., from which it was purchased by the Organized Village of Kake.

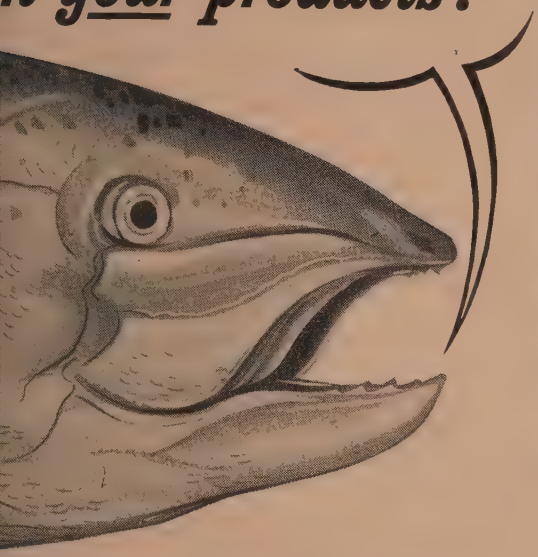
Kake itself is one of the ancient Tlingit sites, being situated on the open shore of Kupreanof Island near the junction of Frederick Sound and Keku Strait.

The Kakes were a particularly warlike tribe of the Tlingit race, and were widely feared by their neighbors—and the early white men, too. It took the guns of the naval vessel *Saginaw* to impress the Kakes and in turn their energies to ways o which today have led them, w assistance of the Department Interior, into the salmon business.

Keku Canning Company under the guidance of W. S Olsen, manager; and for it the community at Kake has set up range program of improven facilities and modernization to provide a modern fleet of bo a cannery in top-notch operati dition.

During the 1951 season the native boats and village-owne produced enough fish to keep

ow to guard against "Flavor Fading" in your products!



e ZEST- the miracle seasoning intensifies natural food flavors

nd gradual "flavor fading" that steals ie ocean-fresh flavor of your products . robs you of sales every day. Add EST to your fish products. ZEST— taley's pure Monosodium Glutamate lds no flavor, no aroma of its own . . . mply magnifies the true, fresh flavor ready present! ZEST requires no for- ula changes—you use this amazing sea- ning just like salt. You simply add agic ZEST crystals before, during or ter processing.

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ONE FOR ALL . . . **DIVERSOL**

perating at better than the even point, and Bill Olsen re- hat the 1951 season could be ed as a good one.

company operates two lines of an Can high-speed equipment ree Iron Chinks. Other than al Filipino fishhouse crew, the cannery crew is made up of .

ger Olsen and the foreman, Olsen(no relation), last spring sed the installation of a com- ew fuel tank system with all ted pipelines and other equip- esigned to make it easier to he fleet for faster turnaround. Olsen feels that the fleets of oats operating in Alaska are ng both in the type of vessels perated as well as improving techniques of modern gear. ays that the Keku cannery is new history in the industry vill compare more than favor- th the record of this cannery ast.

ght Reduction Quotas o 100,000 Tons

rnia fish processors who re- rdines for meal and oil, will maximum of 100,000 tons for reduction in 1952-3 season. n and game commission low- e annual quota by one-third earing a report from the Fisheries laboratory that only ns was reduced during the season. The action was taken commission's May meeting in a.

e same time the commission 90 permits to reduce sardines er than human food. Each quota for the coming season ount to approximately 1,100

edro Fish Men or New Hotel

Pedro cannery and shipyard es were among 11 sponsors a million-dollar hotel in San where first class accommoda- e badly needed. Among the are, Gilbert C. Van Camp, t of the canneries bearing his Gerald "Red" Cigliano, presi- n-Pacific Fisheries, Inc., and ados, president, Harbor Boat Company. The proposal is to 00 shares at $100 each, and a stock sale campaign is sched- July.

arlos Has ales Quarters

an Francisco sales office of Carlos Canning Co. are now and more spacious quarters Newhall Building, 260 Cali- t.

of the San Carlos Canning been in the Newhall Build- many years, but the com- operations demanded larger

Fishermen's Packing Corp. Prepares for 25th Year

Plans for their twenty-fifth year of operations were the order of business at the recent meeting of the newly-elected board of directors of the Fishermen's Packing Corporation, Anacortes, Wash.

Fishermen's Packing Corporation is one of the older of the Puget Sound canners with a long and successful history of operations. The modern cannery is one of the Guemes Channel landmarks when the fleet heads into Anacortes during the closed periods of the summer purse seining season.

B.C. Fish Association Picks Buchanan Again

John M. Buchanan, president of B.C. Packers, Vancouver, B.C., has been re-elected for a second term as chairman of the Fisheries Association of British Columbia. Vice-chairmen are R. T. Hager, Canadian Fishing Co.; E. L. Harrison, B.C. Packers, and Richard Nelson, Nelson Bros. Fisheries. Others elected to the executive were: R. Bell-Irving, O. J. McDonald, S. M. Rosenberg, R. E. Walker, J. H. Leaver and D. W. Wilson. Jack Macdonald continues as secretary, Art Sager as executive assistant to the chairman.

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"Cold War" Continues Over Fish in B.C.

The "cold war" between Senator Thomas Reid, Canadian member of the International Pacific Salmon Fisheries Commission, and the Aluminum Co. of Canada continues.

Speaking in the Senate at Ottawa recently, Reid declared that British Columbians were being conditioned by a propaganda campaign to ignore the fishing industry in favor of dams and waterpower.

"No more callous group of men ever came to British Columbia than the aluminum people," said the senator. "It has taken over a year and a half to two years to get the officials of this company down to the point where they are considering allowing sufficient quantities of water to enable Sockeyes to go further up the river to spawn."

Reid expressed doubt as to whether the proposed agreement for protection of fisheries would provide enough water of the right temperature to permit spawning.

Officials of the Fisheries Commission have previously indicated some alarm over the possible harm to salmon in the Stewart Lake and adjacent areas as a result of the damming of the Nechako canyon to create waterpower for the $500 million aluminum smelter at Kitimat.

Paragon Tuna Packing Operations Are Suspended

The Paragon Packing Co. Hoquiam plant has discontinued tuna packing operations temporarily because of the threat of tuna import tariffs and slack local tuna catches in recent years, F. B. Kistner, vice president of the firm, announced late in May.

Production of locally caught Albacore has been insufficient in recent years, Mr. Kistner said, to warrant full time operation, so quantities of imported tuna have been processed in the Hoquiam plant to supplement local fish.

Mr. Kistner said imports of tuna canned in brine have had a depressing effect on the market and the company has decided to await final developments on measures now before Congress that would impose a duty on imported frozen tuna and possibly on tuna canned in brine.

Demands for higher wages are also a factor in the suspension decision, he said. Any increase in costs, he added, would make it impossible for the company to compete with imported canned tuna or tuna processed in other localities with lower labor costs.

Processing of other items featured by Paragon will continue under the supervision of C. W. Peterson and C. J. Price. The accounting department, headed by O. W. Larson, has been moved to Portland and Kistner will continue as vice-president.

Steve Mersich Dies While Fishing at Sea

A name long familiar in the northern California fishing trade faded into legend recently when Stephen "Steve" Mersich, 74, died while trolling for salmon at sea off Eureka. Mersich evidently had suffered a heart attack and attempted to summon help by firing a pistol into the air. The boat, meanwhile, drifted into the breakers and ashore, where the victim's body was found hours later, in the cockpit of the craft where he had fallen after emptying the pistol.

Mersich's brother Herb died about a year ago. The two had been associated with fishing operations out of Eureka for more than a quarter of a century, Steve operating his own fishing craft, Herb as manager of shoreside plants.

Crivello Ships Tuna

Sun Pacific, Inc., headed by Jack Crivello, former executive vice-president, Westgate-Sun Harbor Company, San Diego, last month was reported as shipping 1,000 tons of raw tuna from Peru, for processing in plants in northern California.

Herring Research Adv Committee Is Appoint

Introduction of a new policy sultation with the Alaska herr dustry, and of inviting its ad matters of research, was intr early this summer by the Fi Wildlife Service Alaska resear tion, headed by Clinton E. At

At a meeting to which all el of the industry were invited Lawrence Kolloen, in charge ring research, discussed the si and proposed the appointm a Herring Research Advisory mittee.

At presstime the personnel committee still lacked a repr tive of the Herring Skippers A tion, but otherwise was compo follows: Robert Cummings, I Local 3; Mrs. Winnie Th I.L.W.U. Local 27; Laverne field, Kodiak district operators Johnson, Prince William Sou erators; Jack Storfold, Sou Alaska operators.

Several interesting extensi past herring research are c plated, providing funds for th ring work are available. The clude: determine the possible tion of herring from Southeast into British Columbia waters the fall and winter months; det ation of the factors affecting s of young herring; determinatio factors, other than abundance, affect the availability of herri

Sollecito Heads Monte Fish Processors Group

New officers of the Montere Processors Association were last month. Heading the gr Sebastian "Buster" Sollecito, prise Packers.

Bernard "Barney" Kitchens, sula Packing Co., was electe president; Paul Jepson, Westga Harbor Co., secretary-treasure George Clemens, consultant.

Directors include Don T. California Packing Corp., a Ferrante, Oxnard Canners, In

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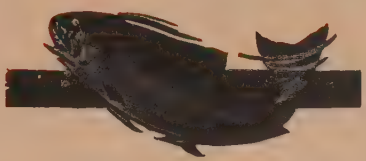

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re Curtailment Certain aska Herring Trade

ping curtailment of operations rtain in the Alaska herring re- business this summer, al- at presstime the operating was not wholly and finally

stringent limitation resulted from the demands of the fish- union, and in part from the rket for herring products, nota-

resstime it appeared probable ere would be four Alaska her- erations this season, although ut that of the Herring Fisher- Cooperative on Prince William was at that time absolutely Save for the Co-op spread, seemed no likelihood of other ons on Prince William or

Southeast Alaska indications at Storfold & Grondahl Pack- ., Washington Bay; Buchan nen Packing Co., Port Arm- and Oceanic Fisheries Co., onclusion, would operate. union "deal" for Southeast shakes down to this: $300 nonth guarantee for three for each fisherman; 20c per man, or fishermen's shares of the gross sales price of the ts of a barrel, whichever is Plant labor contracts also large increase. ude of the Wage Stabilization toward these increases has not ade public.

ham Strait Fish pany Control Shifts

agement changes in the Chat- trait Fish Co. late this spring e resignation of Aksel Fau- nd Leif Eriksen as officers of npany. Chris Foss succeeded Mr. Fau- s president; Mrs. Carl Overby secretary-treasurer; and Ern- son entered the company as esident. ham Strait Fish Co. is one of lest Alaska herring operators, lants at Crab Bay on Prince n Sound and Zachar Bay on Island.

ornia Whalers Out of B.C.

reka's two whaling ships, the *nn* and the *Dennis Gayle* were led to proceed to Canadian late in May to operate out of Columbia ports. Skippering craft are their owners, Her- Foland and Gilbert Hunter. two vessels have been work- trawlers in the general bottom trade out of Eureka since fire red the whaling station at Landing several months ago.

This GMC-Fruehauf combination is operated by Armadores del Pacifico, S. A., Guaymas, hauling shrimp to Southern California from freezer ports along Mexico's west coast. The trailer's 50,000 lbs. of seafood is held at temperatures from 10 degrees above to 20 minus zero by this installation of a "Thermo King" supplied by U. S. Thermo Control Company.

When this photo, by *Pacific Fisherman* was taken in front of Central Fish & Oyster Company, Los Angeles, producers of "Blue Diamond" shrimp, the motor transport, with Salvador Osuma driving, was pulling out for Salina Cruz.

This means a 5,000-mile round-trip by way of Laredo, Texas to Mexico City and thence to Salina Cruz. Thus, in outside temperatures approximating tropical conditions, the Thermo King refrigeration unit had the responsibility of safeguarding and bringing into Southern California around $40,000 of premium shrimp. In addition to hauling for Central Fish, the transport, owned by Louis Collard, Guaymas, brings shrimp across the international border for other importers, largest being Marine Products Company, producers of "Ocean Garden" brand.

12c Rise Sought By Cannery Workers

Representatives of 4,000 CIO cannery workers in Washington and Oregon, meeting in Aberdeen, decided to ask a wage increase of 12c an hour during negotiations with employers.

The group also established a bargaining council with Gladys Weatherman of Hoquiam as temporary chairman and Harry Chamberland, Astoria, as secretary.

Representatives of cannery workers on Grays Harbor, Astoria, Bellingham, Puget Sound and Orcas island attended the session.

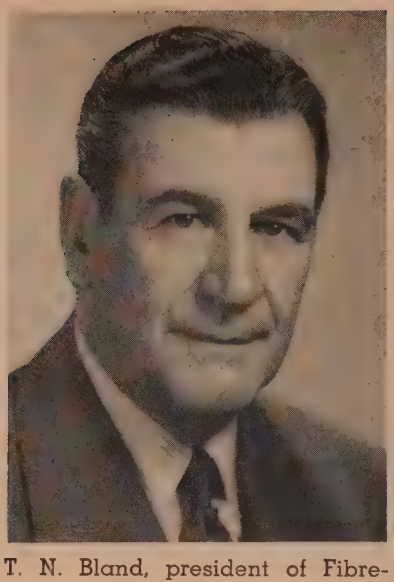
Panama Ships Shrimp 6 Tons Daily by Air

Reports from Panama say that the rapidly-growing shrimp fishery there is shipping an average of six tons daily by air to Miami, Fla. The airline is newly established by Panamanians, while the shrimp fishery is being conducted by American enterprisers.

Kodiak Union Helps With Fertilization Test

The Kodiak Fishermen's Union has provided the Fish and Wildlife Service with a man to help in the fertilization studies at Bare Lake (hold everything; "Bare" is correct) on Kodiak Island. This study was begun in 1950 to see if the survival of young Red salmon could be increased by adding commercial fertilizer to the water and is the same practice commonly used for rearing fish in farm ponds. Important information will also be obtained on the relation of other fish, food, temperatures and similar environmental factors to the production of red salmon in this area. Philip R. Nelson, biologist in charge of the project, reports that, due to the late spring, the downstream migration only began on May 28.

The body of **Floyd Clayton Forsberg**, 36, Ridgefield, Wash., fisherman who drowned May 11 in the Columbia River, was recovered by the coast guard about 10 miles downstream from the point where he fell into the river near Bachelor's Island.



T. N. Bland, president of Fibreboard Products, Inc., was elected vice-president of the National Paperboard Association at the May meeting of the organization in Hot Springs, Virginia. NPA membership comprises leading manufacturers of paperboard used in making corrugated and solid fibre shipping containers and other packaging materials.

Walker Atwell Buys Drake & Bullen Store

Walker Atwell, owner of the Atwell Supply Co., has purchased the ship chandlery business of Drake & Bullen, San Diego, and will operate the store as a branch of his main store in San Diego. He has named John Tregilgas as manager of the waterfront branch.

The Drake & Bullen enterprise was begun some five years ago as a partnership between Pete Bullen and Cecil Drake. Drake later sold his interest when he moved to Pascagoula, Miss., where he operates a menhaden plant.

Radiophone Test Board Provided by Bryant

The latest wrinkle for testing radiotelephones while underway has been developed by Jim Dolan, head of the electronics department at Bryant's Marina, Seattle. A test board which will show the fisherman just what his radiotelephone is doing has been mounted on the top of the building on Portage Bay just east of the University Bridge.

According to Dolan, boats should line up between the two red channel buoys off Bryant's dock. To use the test board the fisherman then turns on the ship-to-ship channel, the mike switch and the bo light up showing the output of being tested. By signing c board will show a larger outp being the modulation check.

Bryant's Marina offer this to fishermen without charge board is in operation arou clock so that fishermen may their sets at any time of da

"Mylark" Ships Ge For Ultra-Deep Dra

Drag boat operators all al Pacific Coast are watching v terest the installation of a 600- Submarine Signal Fathome Chet Peterson's *Mylark*, fishing Grays Harbor.

This machine is of the re type and is the first one of i on the Pacific Coast. The r was supplied by the Seattle office of the Raytheon Manu ing Co., manufacturers of the ometer equipment.

Peterson plans to use his r for extensive drag operati depths somewhat beyond norm its as deep as he finds fish.

A similar 600-fathom re Fathometer is being put aboar Martin's new boat, the *San* which recently left the Alf yard in Seattle.

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...ote's "Net Life" preserva- ...g used in the Southern Cali- ...purse seine fleet, is rapidly ...popularity with live bait tuna ...owners, according to Joe De ...sales manager, Nuttall-Styris ...y, San Diego distributors.

...used for the lamparas and ...ets is "Techkote Green" and ...Styris has developed a spe- ...k for submerging the bait ...ippers recently dipping with ...fe" include *Chicken of the ...vigator, Southern Queen, Es- ...anto, Hortensia Bertin* and *Bertin* fishing out of Costa ...ve the new preservative sent

...et nets, shrimp trawls, etc., ...uct used is "Techkote Black," ...e quantities are used in Mex- ...cific shrimp fleet, as well as ...local market boats for bar-

...r-Dahl Moves ...h Sebastian

...r-Dahl Fish Co., with cannery ... storage at Petersburg, Alas- ...February moved its Seattle ...rters from the Colman Build- ...ere it has been for several ...nd is now occupying office ...e Sebastian-Stuart Fish Co., ... Seattle 4. Their telephone ...Eliott 1477.

...C. Kayler handles the Seattle ...d of the business, while Chris ... in charge of operations and ...on at Petersburg.

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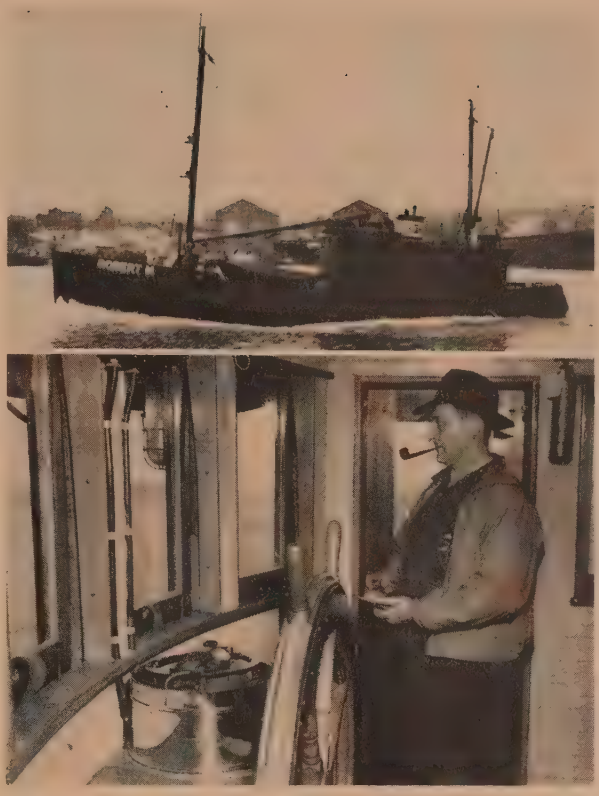

Convinced that automatic steering pays off in cannery tender operation, Kadiak Fisheries Co. has equipped its "Robert M" with a Sperry magnetic compass pilot with remote controller, and a Sperry hydraulic power unit. Einar Burns, skipper, is shown here handling his vessel with the remote control, which he can take with him to the bridge.

Seiner's Sounders Mobile

Nakat Packing Corporation's seiner *Barbara Lee* has a new Fathometer 100-fathom depth indicator. Northwest Instrument Company made the sale.

A feature of this installation is Northwest Instrument's remote location arrangement, which enables the skipper to set up his depth indicator on either the flying bridge or in the wheelhouse.

Shrimp Plant Makes Fresh Water from Sea

Difficulty of obtaining sufficient fresh water has prompted Pesquera de Topolobampo, S de R.L., Topolobampo, Sinaloa, to install a 200-ton vertical shell-and-tube condenser, driven by a 25-hp. motor. The condenser is set high above the waters of San Carlos Bay, on which the shrimp freezer is located, sea water raised about 100'. The equipment was supplied by R. E. Manns Company, Wilmington, and installation was supervised by Eduardo Rodriquez, the plant's superintendent.

Hydraulic Deck Gear Features B.C. Fisherman

More than 100 vessels ranging from whalers and towboats to freighters and fishing craft have been equipped recently with Vickers hydraulic equipment, such as pumps, motors and valves.

The installations were made in Vancouver, B. C., by J. Swann, Ltd., machinists and engineers, representing Vickers, Inc., of Detroit, in British Columbia.

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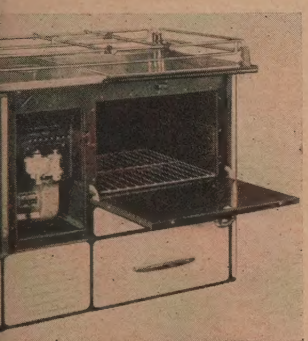

... the five Olympic ranges, which ...size and price, the Washington ...rks manufactures three Neptune ...odels which burn wood and coal, ...ily accommodate oil-burner units, ...ypsy Foc'sle Heater, which burns ...d or Pres-to-logs.

...ock, Engineman, Dies

...ny friends of J. H. "Jake" Czock, ...presentative of the diesel engine ...National Supply Co., were shocked ...f his sudden death in Salt Lake ... 7.

...ck had many years experience in ...e diesel engine business, having ...or Worthington, and Fairbanks-... Co. In 1929 he joined the Atlas ... Diesel Engine Co., with head... ...n Oakland. While with this com... ...built up a host of friends among ..., work boat owners and oper... ...d other users of marine diesel

...tlas sold its marine engine busi... ...National Supply Co. in 1950, Mr. ...s appointed special representative ...rm, with offices in Oakland. ...es a wife and a married daughter.

...incotta, Cincotta Bros., San Fran... ... Monterey fishermen's supply and ...t house, recently returned from ...ng the northern California coast. ...orted that fishermen were greatly ... in Flexon synthetic leader ma... ...hich he demonstrated. Flexon ...terial comes in 60, 80, and 100-lb. ... eventually will be manufactured ... tests, according to Mr. Cincotta.

New Raytheon Radiotelephone

A new 10-watt marine radiotelephone that incorporates many features found only in larger and more expensive models, is now being offered to small boat owners by the Raytheon Manufacturing Company.

This new unit consists of a superhetrodyne five-tube receiver and a five-tube transmitter with four crystal controlled channels and a tunable broadcast band. Features include a special vibrator power supply for lower current drain; individual tuning for peak output on all channels; push-to-talk switch for easier operation; separate power unit for quiet operation and ease of mounting; inductive antenna coupling for maximum harmonic attenuation; slide rule broadcast tuning and telephone quality handset.

These features enable the Raytheon "RH" 10-watt Marine Radiotelephone to provide unusual clarity of reception and reliable transmission even under adverse weather conditions.

The unit is both attractive and practical in design. The case has been streamlined to take up less space. Its corrosion-proof finish blends pleasingly with the interior color scheme of even the most luxurious pleasure craft.

Fremont Electric Distributes Wix Coolers in Alaska

The Wix Cooler Company of Seattle announces appointment of the Fremont Electric Co., of Seattle as distributors for Wix Cooler products in the Territory of Alaska.

Fremont Electric Co. received the appointment only recently but is already working in the Territory. Don Brastow, Fremont's Alaska salesman, left for Alaska late in May to contact and acquaint Fremont's marine dealers with the new line.

The Wix Cooler Co., although a comparatively young company, has already obtained amazing distribution throughout the United States. They manufacture heat exchangers and Galley Maids for marine installation. It is expected that Alaska, with its gigantic fishing industry, will prove a fertile field for sales of these marine products.

Hallet Diesel Firm Expands

Hallett Manufacturing Co., manufacturer of diesel engines for the marine industry, has acquired the Ruddock Co., involving an expenditure of some $300,000. The Ruddock plant covers two acres of buildings and machinery adjacent to the Hallett facilities in Inglewood, Calif. Nelson S. Praigg has been named manager of the new division, according to Austin Sherman, Hallett president, to produce new aircraft and missiles.

New Warehouse Facilities For The Edwin H. Fitler Company

For nearly a century, the plants of The Frankford Arsenal and that of The Edwin H. Fitler Co. have lived side by side in Philadelphia. Last summer The Frankford Arsenal took over formal title to the Fitler property with a transfer of physical possession the first of February, this year.

The Edwin H. Fitler Co. acquired 15,000 square feet of modern facilities at Devereaux and Milnor St., Philadelphia 24, Pa., one-half mile north of their former location. Here, excellent warehousing, parking accommodations and railroad siding exist. This move into new surroundings has improved efficiency by speeding up shipments and the administration of sales detail.

New 10-watt Raytheon radiophone for fishing vessels.

Universal's New Motor Price List Announces Reductions

A new marine motor price list for 1952 has been released by Universal Motor Co., Oshkosh, Wis., manufacturer of marine engines and electric generating plants. The new prices cover the complete line of Universal marine motors, 1, 2, 4, and 6 cylinder models, both direct and reduction drive, 8 to 145 h.p., for inboard marine powered boats from 14' on up.

The new price list includes important reductions in the prices of several Universal models in the 8, 12, 45, 50, 60, 75, 130 and 145 h.p. classes. For example, the Universal Super-Six 130 h.p. Stevedore model has been reduced from $1,495 to $1,455. Ralph G. Klieforth, president of the firm, states that the price reductions have been made possible through economies in manufacturing operations at the factory. "We were able to expand our facilities and construct an addition to the factory recently, permitting us to go into greater production runs," Mr. Klieforth declared, "and we are glad to be able to pass the resulting savings on to our customers."

A copy of the new Universal Marine Motor Price List for 1952 can be obtained by writing directly to the Universal Motor Co., Universal Drive, Oshkosh, Wis.

Chas. Domm Moves Office

Charles P. Domm, manager of Hart and Burns' west coast marine division, has moved his sales office closer to his company's paint manufacturing headquarters at Riverside, Calif., and is now located at 1475 Cedar Avenue, Long Beach, Calif. Mr. Domm, who was in charge of sales of Hart and Burns paint products in the Pacific Northwest before being promoted to his present position, now covers a territory extending from San Diego to Vancouver, B.C.

Vilter Manufacturing Co. announces that **A. O. Vogel,** Vice President—Sales, has been elected President of the Air Conditioning and Refrigerating Machinery Association, Inc. Mr. Vogel is also a director of the Vilter Company and has been with it since 1923.

The Vilter Manufacturing Company has been in business since 1867 and is engaged in the manufacture of refrigeration and air conditioning equipment.

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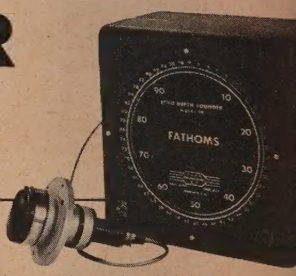

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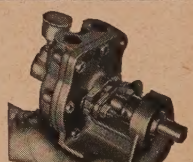

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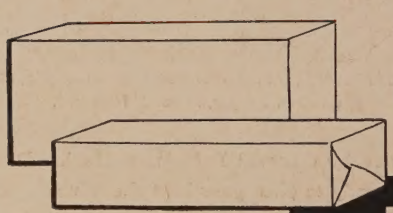

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